



for those who love great boats

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THIS PHOTO: BILL PRINCE

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PENMANSHIP

Art

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Enjoy the issue!

Bill Prince



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(mast - head)

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ROGER THAT

Rock, Paper, Scissors

I have been a resident of Clayton, NY for many years prior to moving to a warmer climate. I was a member of the Antique Boat Museum which would be a perfect fit for your magazine. I just went through your past issues and see you did not report on their fall/summer antique boat show. Did you know they also have a race regatta every two years?

Shoo Fly. Got a clue as to how to search? Google hasn't found her.

Michael Kennedy Irvington, Virginia

Mike, we'll see if anyone reading this can be in touch with information on the 34 Wheeler. Thanks for the kind words!

Sincerely,

Pete Hungerford Port St. Lucie, FL

Pete, we are planning a story on them as we speak! Great minds think alike, huh?

Your pages abound with great stuff. I loved seeing the Bertram 31 in this issue. It only reminded me that my own, *Dreamsicle*, is not complete. Her interior is partly done and she has been out of the boat house four times this summer.

On another issue I am looking for my grandfather's 34' Wheeler which went to Florida in the fifties. She was named

I just read Lew Barrett's most recent article "Keep it Simple" and I totally agree with the concept. That's the way it has always been on our boat *Cle Illahee* and that's the way I intend to keep it. Very good article.

Dorin Robinson

Lew, we knew we liked you.

I read with interest the story about the guys who restore old Whalers and SeaCrafts. These boats were built like brick...houses way back in the day and (in the case of the Whalers) once you get all the water out from the foam between



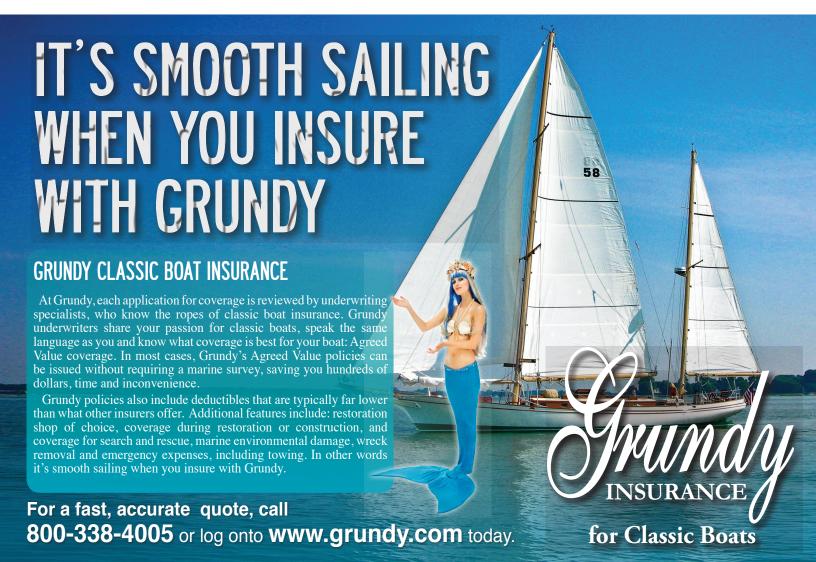
the inner and outer hulls you can really Thanks for a very interesting magazine! have an old boat that's better than new. I am glad there is enough interest in these boats to support businesses like Metan Marine.

Keep up the great work.

Barry Rogers Annapolis, MD

Max Larsson

Comments, compliments, rants and offers to transfer Nigerian fortunes may be sent to: editor@classicyachtmag.com



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Contact Central Agent: Andrew LeBuhn (415) 407-9915 or



48' 1928 Classic Motor Yacht. Refit in 1990 with attn. to retaining classic charm. Detroit Diesel & Westerbeke 6 KW genset. 3 s/r's and two heads, main salon plus day lounge Realistic Price. Contact Central Agent: Bruce Brakenhoff [401] 225-9537 or bbrakenhoff@bartbrak.com



40' 2002 Hacker Craft Custom Picnic Boat. Cold moulded mahogany. Twin V8 jet drive engines.
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26' 2003 Proper Yachts Herreshoff. Beautiful high quality boat. Self tending Jib, Yanmar diesel, Electronics. Located in Portsmouth, RI.

Contact Central Agent: Tom Babbitt (401) 447-2373 cell or tbabbitt@bartbrak.com



50' Huckins Corinthian 1959/2011. Total restoration completed 2011, original Detroit 653s with low hours, all new electrical, mechanical, interior. Rare Corinthian model with flybridge, two staterooms, galley down.

Contact Central Agent: Eric Dahler (508) 207-7040 or edahler@bartbrak.com



44' 1990 ALDEN CUTTER. Bristol condition. A true classic. Located in the Bahamas.
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33' Chris Craft Futura Award winning restoration - BLACK BEAUTY is a museum quality classic for the discerning collector.

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26' Hacker-Craft Sterling 2010. First new Hacker runabout design in a generation. 1940s style runabout with stunning deco design elements, 5.7L 330 hp Crusader; perfmance, style and performance from the legendary Hacker Boat Co. Contact: Eric Dahler (508) 207-7040 or



Sarasota, Florida - The limited edition Chris-Craft Silver Bullet hit the big screen this Christmas season in *The Twilight Saga: Breaking Dawn - Part 1*.

The custom-looking Silver Bullet is a twist on the smallest (20-foot) luxury runabout manufactured by Chris-Craft in Sarasota, Florida. The boat was chosen for the "honeymoon" scenes between Edward Cullen (played by Robert Pattinson) and Bella Swan (played by Kristin Stewart)

where they cruise off to their honeymoon to the Cullen family's private island on the Brazilian coast.

The boat was shipped from Sarasota to Brazil for the first scenes of the film and an additional Silver Bullet was sent to Vancouver, British Columbia, Canada for additional scenes. The Silver Bullet is described by the movie



PR-types as "the boating equivalent long as it's silver. Chris-Craft wants Okay.

Available with optional 300hp Mercury or Volvo-Penta engines capable of driving the boat to speeds in excess of 50 knots, the smallest Chris-Craft comes in any color as

of a sports car but without the traffic". to build 150 of these boats, to be made available worldwide.

> The original boat used in the movie is now located in Connecticut and is available for sale by private party. The Twilight Saga: Breaking Dawn movie is based on the book series by Stephanie Meyer.

> > chriscraft.com



New Year, Old Centuries

Antique Boat Center kicks off 2012 with open houses

Cincinnati, Ohio – Winter is no reason to stop sniffing varnish, especially if you're anywhere near Cincinnati, Ohio. The Antique Boat Center there has been holding a series of open houses which continue into 2012.

ABC's January 21st open house will feature Thomas Holmes, President of the Century Boat Club. Thomas is a Century guy through and through. He was born and raised in Manistee, Michigan, the home of Century Boat Company. His father was a key employee at Century and Thomas worked at the factory as a young man. His presentation will be about "What makes a Century a Century!"

Their February 18th open house will welcome Charles Mistele, owner of the original 1930 GarWood *Miss America IX* for 42 years. He will speak of life with a living legend. In 1931, *Miss America IX* became the first boat to exceed 100 mph, topping out at 102.256 mph (88.9 knots).

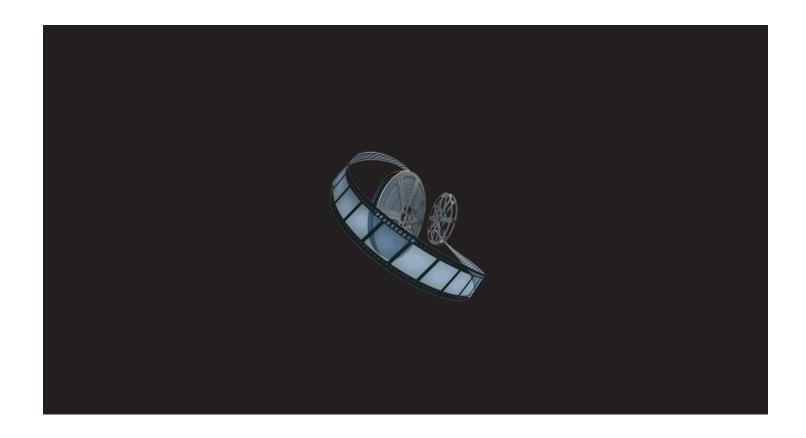
antiqueboat.com







Rolex Passes Out Some Eye Candy



Sardinia, Italy - No, Rolex didn't pay us to put this commercial on this page, but we thought it was such appealing eye candy for those who love great boats (pay attention - that means you, fine reader) that we'd show you anyway. It's footage from the Maxi Yacht Rolex Cup held annually off the coast of Sardinia.

Crews this year had to be patient in view of the alternating high winds and light conditions, including a testing four hour waiting game to begin one day's sailing.

A 24 nautical-mile course that included the rocks of Monaci, a duck into Bomb Alley and a long beat to Mortoriotto was organized for the Maxi and Supermaxis.

That's great. But one of the most interesting happenings from the racing is curiously missing from the video above. What, you ask? Turn the page.

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Hargrave Oddity Donated to California College

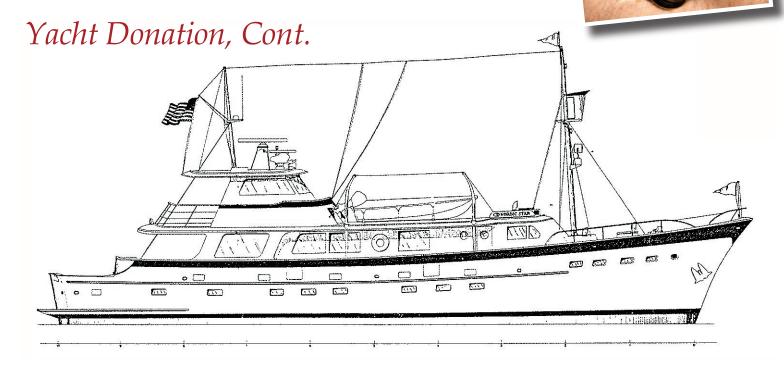


Costa Mesa, California - The Orange Coast College Sailing Center received an early Christmas present - a boat donation claimed to be worth \$2 million. Jerry Barto, a noted developer and longtime resident of Newport Beach, California gifted the yacht *Nordic Star* to help the college's Professional Mariner program, which trains students for careers in the maritime industry.

Barto said: "All three of my kids went to OCC, so this was a family decision. We wanted to help students and this great program, so it was an easy decision to make."

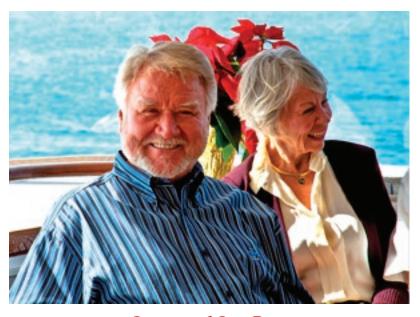
Designed by renowned naval architect Jack Hargrave and built in the USA, the vessel will moor at OCC's School of Sailing and Seamanship in Newport Beach Harbor. Classes will

MECUM AD



be conducted on board yearround.

According to Brad Avery, director of the college's marine programs, the donation is especially timely considering the ailing economy.



Jerry and Jan Barto

Avery said: "We needed a ship that gives students hands-on training and skills they need to get jobs. *Nordic Star* is absolutely perfect for that."

The boat is the largest received by the college to date. Past boat donations have come from Roy Disney, Dr. Laura Schlessinger and the Steele Foundation.

Dennis Harkins, Presi-

dent of Orange Coast College, said: "This boat will take our Professional Mariner program to the next level." Classes aboard *Nordic Star* have already begun.

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Long-Term Maintenance Programs



Award-Winning Restorations

Miss Canada IV Engine Found, Restoration Underway

The Miss Canada IV restoration team Grieves from Flight recently announced they have hired Flight Engineering from Cumbria, UK to supply and install a Rolls Royce Griffon engine in Miss Canada IV next summer.

The restoration team also announced that they have entered into an agreement with the Hydroplane & Raceboat Museum from Kent, Washington to work with Flight Engineering during the engine rebuild, transmission construction and assembly of the related engine and transmission running systems.

The Museum team will also support Flight Engineering and boat builder Tom Adams, who is doing the restoration of Miss Canada IV, during the installation process.

during the Smith said **Jamie** announcement, "This is a remarkable day for the team. We now have all the components necessary to restore Miss Canada IV to her original 1950 running specifications, and have also secured the best expertise available in Peter

EngineeringandDavid Williams and his team from the Hydroplane & Raceboat Museum complete the restoration."

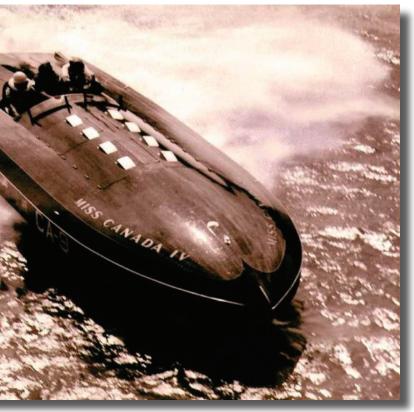
Following the Peter nouncement Grieve, Chief Engineer said, "Flight Engineering is proud to be able to supply the Griffon engine, gearbox and the running systems for Miss Canada IV from here in the UK.

In 1949-1950 the original engine was on loan and was returned to Rolls Royce; now Miss Canada IV will have a permanent replacement. It will be amazing to see her in action once again."









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David Williams, Executive Director also added, "The Hydroplane and Raceboat Museum is thrilled to be part of the *Miss Canada IV* team. This was an amazing, one of a kind boat and to be asked to help bring her back to life is truly an honor."

The UK and USA groups met in Muskoka in early December to set the installation agenda, measure *Miss Canada IV* and set the "test run" schedule.

The search for a Rolls Royce Griffon engine started in March of 2011. A number of suppliers were located on the west coat of the USA, where rebuilt racing, warbird aircraft and vintage hydroplane groups source their engines.

Friends of the restoration team ultimately opened doors to the Hydroplane & Raceboat Museum in early 2011 and to Fight Engineering in mid September.

lesliefield.com



Hatteras Video from 1970s Unearthed



The Hatteras 53 Motor Yacht was built from 1969 to 1987 and is without question the most recognizable American motor yacht of the second half of the 20th century. Around 900 of these boats were built, not to mention the many hundreds more built by Hatteras to similar Jack Hargrave designs through the 1990s.

We've unearthed a rare sales video produced in 1969 or 1970, complete with underwater shots, pea-green shag carpet, an 8-track sound system, women in boots and men in obnoxious yacht club blazers.

There's plenty of tech-talk, too. Fiberglass construction was still novel in this



segment when this boat was designed, and Hatteras talks up the "clean, simple, maintenance free one-piece hull". And Hatteras shows great pride in their standard aircon and 110V AC outlets.

Interestingly, Hatteras positioned the 53 as something of a price boat, calling its sticker "much less" than one might expect to pay for a custom wooden motoryacht of the day. Today, one can buy a good used 53 for around the same dollar figure (not adjusted for inflation) as they cost new.

More big features? A wet bar (with ice maker!). A dishwasher, disposal and a "giant" 14 cubic foot refrigerator with

freezer. Eight and a half feet of rod space in the master locker. Acrylan carpet, vinyl tile floors in the heads and...wait for it... hot and cold running water! What will they think of next?

They'll think of optional wing doors at the aft deck, which "break up wind stream". How fast did they think this boat would go, anyway?

Perhaps the best way to view this film is with a nod to Hatteras. You've come a long way, kiddo. Nice work. But can I get an 8-track stereo on a new 77 convertible? No? I guess that's where those custom yachts come in handy.

America's Cup Act Finally Passes

Washington, D.C. - The America's Cup Act, which had been stalled in Congress and threatened to stymie the America's Cup, has passed both houses of Congress and was signed into law by President Obama on December 20.

The America's Cup Act allows 60 foreign-flagged vessels that will serve as America's Cup support boats to be waived under the Jones Act.

As you may recall from 10th grade history class (*Bueller? Bueller?...*), the Jones Act of 1920 is designed to protect the US shipbuilding industry by mandating that all maritime commerce between US ports must be done in ships built in the US.

The America's Cup Act had originally looked like it would be passed quickly by both houses until two Pennsylvania Congressmen attached five foreign-flagged LNG tankers to the bill.

The American Maritime Partnership, a lobbying group of US commercial

shipbuilders, officially objected to the inclusion of the LNG vessels. "They could have an adverse competitive impact on existing operators in the coastwise trade," said the group in a statement.

An unnamed US Senator stalled the bill, forcing America's Cup organizers to substitute other support vessels for its America's Cup World Series event in San Diego, California. The Cup organizers warned that if the bill did not pass, the whole series could be in jeopardy.

The bill's sponsors agreed to remove two of the LNG tankers from the bill, facilitating its passage.

"This straightforward, common sense legislation facilitates international participation in a globally recognized sporting event," said Senator Dianne Feinstein in a statement. "Nationwide, the America's Cup events are expected to increase domestic economic activity by nearly \$2 billion and create about 12,000 jobs."



TheeconomicimpactinSanFrancisco, support we have in Washington," which will host the 34th America's Cup is expected to be about \$1.4 billion, possibly creating 8,800 jobs in food and beverage, hospitality, transportation and the construction trades.

an incredible feat and demonstration of the breadth

said San Francisco America's Cup Organizing Committee Chairman Mark Buell in the statement. "We are grateful for the bipartisan leadership and commitment in Congress for the 34th America's Cup."

americascup.com



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TrawlerPort Joins Miami Beach Yacht & Brokerage Show

The Miami Beach Yacht and Brokerage show began 24 years ago as a small offshoot of the larger Miami International Boat Show. Most of the boats were 35 to 55-foot cruisers and sportfishermen, all pre-owned. Since then the "brokerage show" has exploded into a multi billion-dollar display of new and used vessels





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and has taken virtually all of the "big boat" traffic from MIBS. This year sees the addition of TrawlerPort on the north end of the Collins Ave. show (the left side of this photo). The show runs from February 16-20. Admission is free.

showmanagement.com



CLICK HERE FOR MORE INFORMATION

FOR SALE: "SEA DOG"

A beautifully restored 1932 Stephens 55-foot Bridgedeck Commuter/Cruiser

In show condition after a complete restoration that included all new interior, wiring, plumbing, engines, and tanks

The semi-displacement hull is carvel planked. Twin Yanmar model 6LPASTP2 turbo-injected diesels, 6-cylinder, 4-cycle, 312 hp each, new in 2008. All new tanks in 2008. 2008 Westerbeke model Mini/13, 60Hz diesel generator in sound-insulated enclosure.

Contact the owner, Les Gunther at lesgunther@rockisland.com, or call 360-378-5733. Serious inquiries only, please.



Jimmy Buffett Donates Boat to Gulf Coast School

Ocean Springs, Mississippi – Jimmy Buffett loves boats. And the Gulf Coast. On December 5 the University of Southern Mississippi alumnus, alongside his sisters Lucy Buffett and Laurie Buffett McGuane, performed a one-of-a-kind christening for their donated vessel *Miss Peetsy B* at the university's Gulf Coast Research Laboratory in Ocean Springs. In honor of their mother, Mary Loraine

"Peets" Buffett, her children christened the boat with Jimmy's own island style beverage, Land Shark Lager. Southern Miss administrators welcomed the vessel with the university's alumni and the fifth grade Leadership Team from Taconi Elementary School, representing the many students who will benefit from the educational opportunities provided by the *Miss Peetsy B*.

EMS

The Dry Bilge Machine



Yachting professionals like Jim Moores use the Arid Bilge Series 4 on their personal yachts.



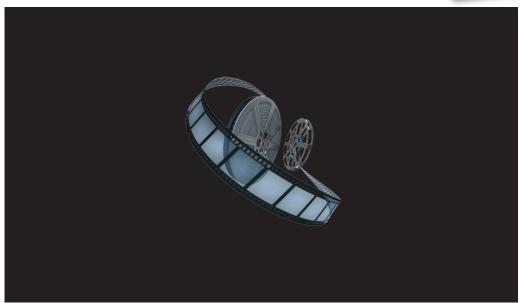


Arid Bilge is the automated bilge vacuum system that transforms yachts. Expect 100% dusty dry and odor-free bilges throughout!



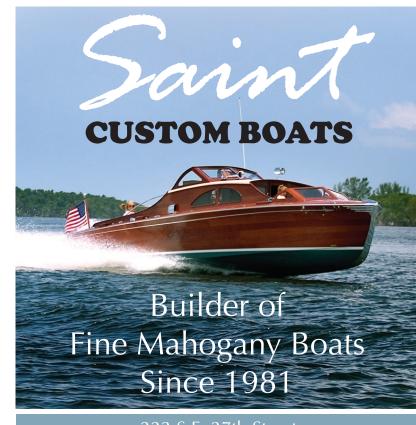
After





The 33-foot craft was originally built as a navy boat in 1973 by Uniflite. The Marine Education Center, located at the Gulf Coast Research Laboratory, will utilize the *Miss Peetsy B* for educational programs for elementary and secondary schools as well as the general public, for programs like Sea Camp, ecological tours of the Biloxi Bay and trips to Deer Island.

"It's always fun when crazy ideas become a reality," said Jimmy Buffett moments before the christening. "Then to be passed on to something as important as educating future generations who are in the process of growing up here the way we did as young kids on the coast."



222 S.E. 27th Street Cape Coral, FL 33904 www.saintcustomboats.com email: boats@hughsaint.com (239) 574-1299

Jimmy Buffett, cont.

"This wonderful contribution by the Buffett family will mean the world to our Marine Education Center," said Southern Miss President Martha Saunders. "Schoolchildren from across the coast will get the opportunity to explore the coastal waters and learn about the ocean. We are most grateful."



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Jimmy Buffett's involvement with the school extends beyond the boat. He also recently endorsed the Alumni Association's "Parrothead Night at the Pete" promotion at a Southern Miss baseball game and autographed jerseys from the game, which resulted in more than \$16,000 being raised for academic scholarships and the baseball team.

"It's special having a boat like that dedicated to my mom...a great coastal girl who went a long way," added Jimmy. "So, she's going to ride again."





When insurance expert and life-long sailor Jim Grundy started the Grundy Classic Boat Insurance program, he designed a policy that includes all the coverage that classic boat owners need, while making the application process simple.

At Grundy, each application for coverage is reviewed by underwriting specialists, who know the ropes of classic boat insurance. Grundy underwriters share your passion for classic boats, speak the same language as you and know what coverage is best for your boat—and, that's Agreed Value coverage. In most cases, Grundy's Agreed Value policies can be issued without requiring a marine survey, saving you hundreds of dollars, time and inconvenience.

Grundy policies also include deductibles that are typically far lower than what other insurers offer. Additional features include: restoration shop of choice, coverage during restoration or construction, and coverage for search and rescue, marine environmental damage, wreck removal and emergency expenses, including towing. Insure with the experts!



Mecum to Offer Top-Drawer Classics in Kissimmee

Kissimmee, Florida – Mecum has dramatically expanded their auction offerings into classic boats over the past two years and they've got some serious mahogany up for sale in Florida from January 24-29. Here are some of the highlights:





Miss America VIII: Beginning with Gar Wood's *Miss America I* in 1920, the *Miss America* series of racing boats were designed and built to do two things: win the British International Harmsworth Trophy for the United States and win the world unlimited water speed record.

The brainchild of Garfield Wood and designer Napoleon "Nap" Lisee, *Miss America VIII* was built in 1929 to be the fastest boat in the world and was considered by many to be the very best. Prior to his passing, Lisee was quoted "the Eighth was the finest boat he [Gar Wood] ever built, barring none... That's my masterpiece - the Eighth. It's even better than the Tenth." Gar Wood himself once said in remembering *Miss America VIII* "she's the best boat we ever had."

1955 Chris-Craft 18' Cobra Hull #1: This is the first production 18-foot Chris-Craft Cobra, serial number BR-18-001. Delivered to Tahoe Boat Company in Tahoe City, California in February of 1955, it is powered by the original, top-option





131 hp, Chris-Craft KBL six-cylinder engine. Original price tag was \$3,950 in 1955 when a Corvette cost \$2,900.

Arguably the most iconic classic boat of all-time, the Chris-Craft Cobra was only built one year: 1955. Chris-Craft built the Cobra in two sizes; 18 and 21 feet. Only 108 Cobras were ever produced; fifty-six 21s and fifty-two 18-footers.



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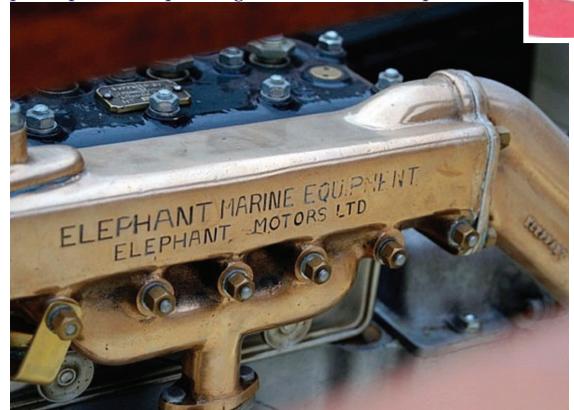


ON WATCH



1906 Taylor & Bates 20' Thames River Lauch Canoe

Lollipop: A 20-foot work of art. The boat took more than a year to complete by one of the most famous boat builders of the time, James Taylor & Bates at Bridge Wharf, Chertsey, England. Only one was built. The white oak ribs and copper stapled cedar planking alone are wood sculpture. Ev-



erything on the boat was custom built including the bronze fittings. The engine is a 1927 Austin Four with the original Elephant marine manifold, built by Richard Crosswaite who is famous for his Bugatti vintage engines.

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For Sale: 1949 Greavette Sheerliner A Canadian classic, restored.





This classic 1949 Greavette Shearliner triple-cockpit Deluxe was originally made in the Muskoka region of Canada known for the finest boatbuilding craftmanship.

This wonderful example was in solid original condition before its two-year-long restoration was begun. All unique hardware details were in good condition, including the complete, unusual and somewhat rare Navy top. The opportunity to restore this classic wooden boat was presented to Richard Arnold of Rejuvenation Woodworks who is known for his quality wooden boat restorations that win prizes in classic boat shows and are featured in antique boat museums.

This boat now has a modern "epoxy system" bottom providing a trouble-free "no-soak" performance that is always ready to go boating. All metal work fixtures and castings have been re-chromed to show-quality. The floor structure was upgraded with stained and varnished mahogany frames and Marmolium covered panel inserts.

The engine is a completely rebuilt Crusader Marine V8 with a Velvet Drive hydraulic transmission, for performance that significantly exceeds the capabilities of the original engine. The original Buchanan 6 is available and in restorable condition, if desired.

The triple seating layout of this boat with its "S" shaped pathway around the engine compartment is unique and very desirable. Cruising with family and friends is more enjoyable because those sitting in the back seats are not isolated from the rest of the party. Custom designed beverage/storage cabinetry was added to the third cockpit seating area. The dual-axle trailer has been custom fitted to the hull of this boat.

Whether you take this boat to the shows for the admiration of on-lookers or take it to the lake for a fun family outing, this boat will be a prize to own and enjoy for years to come. You can speak directly to Richard Arnold who restored this boat and who is representing the seller by calling 352-267-2838 during the hours of 8am to 6pm, Eastern time. Or email Richard at rba1900@gmail.com







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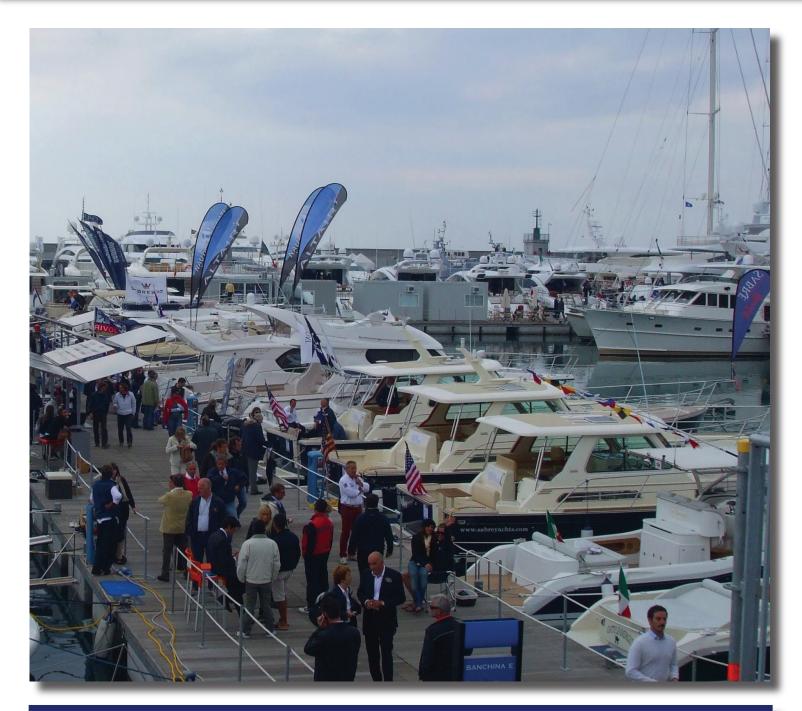
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CALENDAR







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New York Boat Show

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Rhode Island Convention Center Providence, Rhode Island January 12-15 providenceboatshow.com

Chicago Boat Show

McCormick Place Chicago, Illinois January 12-16 chicagoboatshow.com

Stuart Boat Show

Stuart Harbor Stuart, Florida *January 13-15* **allsportsproductions.net**

San Diego Boat Show

Sunroad Resort Marina San Diego, California *January* 26-29

bigbayboatshow.com

TrawlerFest

Bahia Mar Resort Ft. Lauderdale, Florida January 31-February 4 trawlerfest.com

Miami International Boat Show

Miami Beach Convention Center **Miami Beach, Florida** *February 16-20* **miamiboatshow.com**

Cape Cod Boatbuilders Show

Hyannis Resort & Conference Center Hyannis, Massachusetts *February* 10-12

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Burger was the featured marque at December's Ocean Reef Vintage Weekend, but they weren't the only award winners:

People's Choice:

Chanticleer, 1973 108' Burger

Trumpy Award:

Loose, 1974 75' Burger (not a Trumpy...)

Spirit of Tradition:

Faith, 1966 54' Huckins

Best Restorations:

Bernadette, 1958 71' Trumpy Stingray, 1964 55' Whorton Washingtonian, 1969 63' Trumpy Diane, 1958 75' Burger Victorian Rose, 1963 63' Burger

TAHOE Runabouts



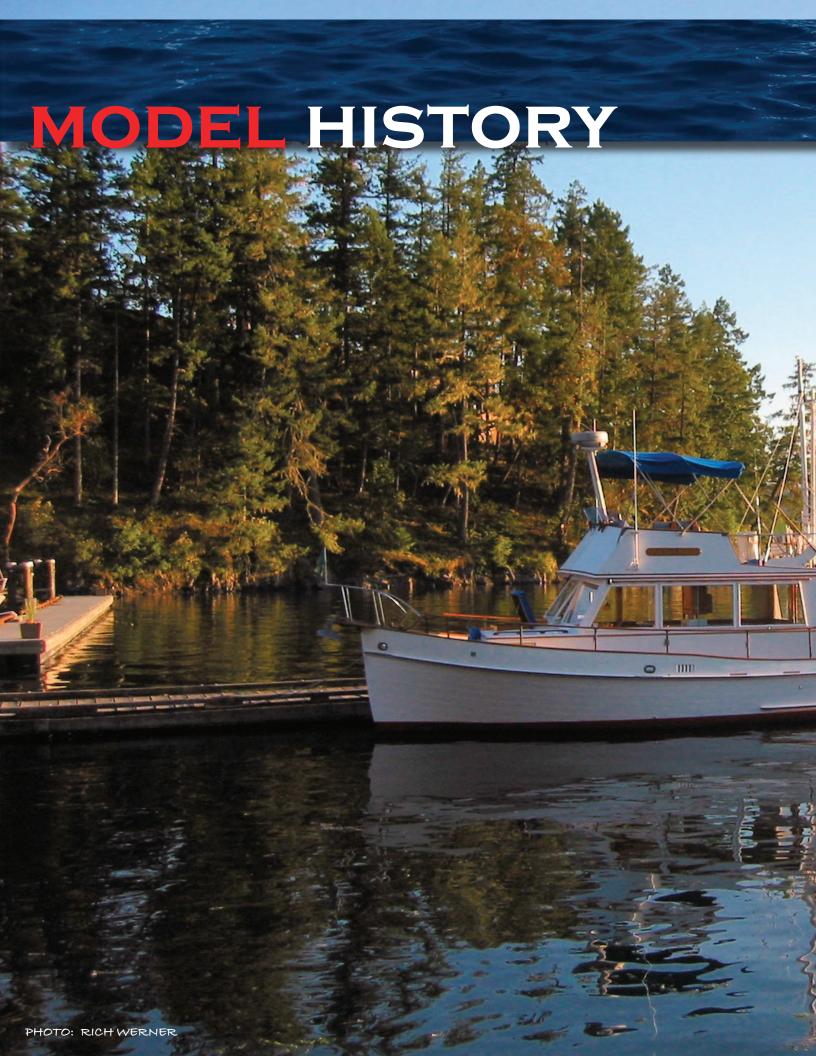
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Grand Banks 32 (1965-1996)

I passed a Grand Banks 32 during a recent trek down Florida's Gulf Coast ICW. The sight of her brought a smile to my face; she was a welcome relief from the bulbous, woodless express cruisers wallowing along at barely-planing speeds, every square foot of exterior social area wrapped in isinglass so as not to expose her operators to any noticeable mix of sun, wind or spray. The GB32 just looked right in her element.

If there were a "Common Sense Cruiser" award, the Grand Banks 32 would be the bronze base in which lesser boat's names were engraved.

In the course of researching the history of the boat and her peculiarities we heard from a number of GB 32 owners throughout North America. Some of them have owned their boats for decades, others are new stewards of one of the nine hundred-odd examples built of wood and fiberglass over a 30-year period ending in 1996.

Many supplied photos, but the depth and breadth of information submitted to Classic Yacht from a few of these owners in particular was so good that we'll let their words speak for themselves. Almost universally they spoke of fuel tanks and teak decks, the two most potentially expensive repair issues with the model.

There are other details to look out for, but suffice it to say that if you're in the market for a solid, simple, seaworthy pocket cruiser, you could do a lot worse than to pick up a

If there were a "Common Sense Cruiser" award, the Grand would be the bronze base into which lesser boats' names were

well-maintained wood or 'glass GB 32. Three owners in particular offered detailed accounts of their ownership experience. Georg Reuter owns hull #540 and keeps her in Vancouver, British Columbia. Captain Bill Pike, known to many as senior editor of Power & Motoryacht magazine, has owned a 1988 example in the Florida panhandle for almost two years after carefully researching the market. And Rich Werner keeps hull #277 in Seattle.

Georg Reuter, GB32-540:

"Here are my suggestions for someone in the market for a GB32: Pay attention to fuel tanks. This may be the one "Achilles heel" of the Grand Banks 32. I would carefully inspect the fuel tanks for leaks and rust on any GB. The good news is that on a GB32, removing the fuel tanks (along with the engine) is not that big a job.

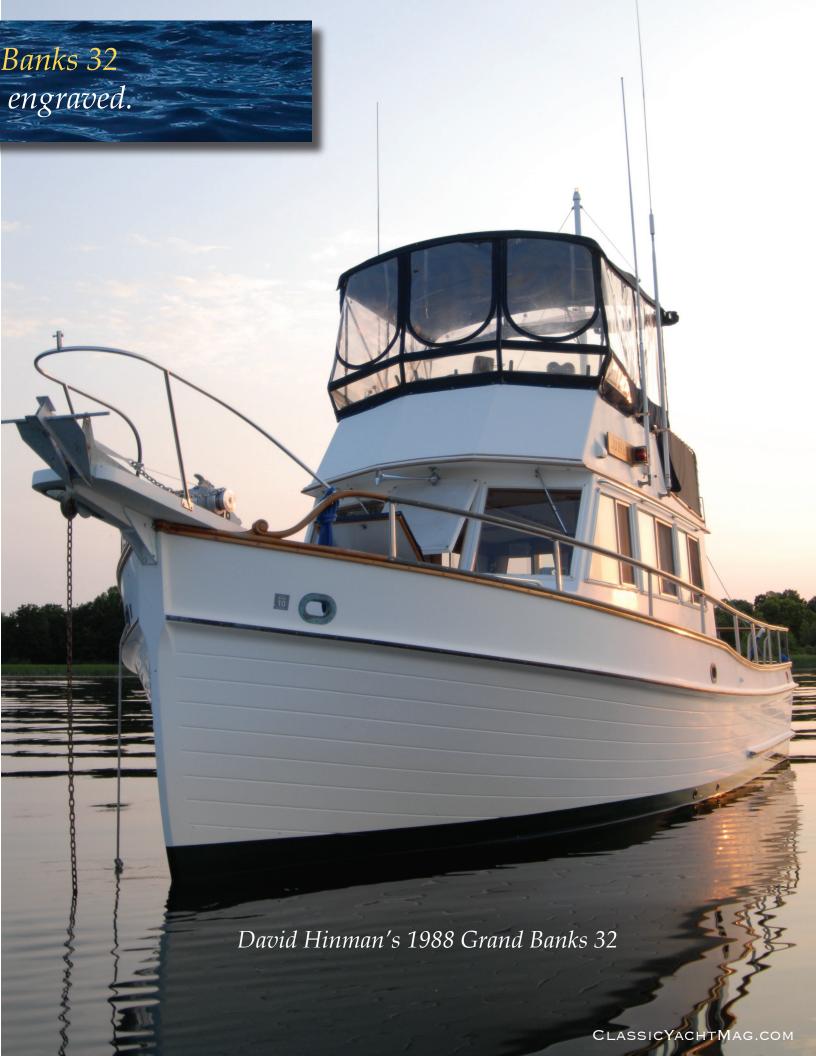
Our tanks were replaced about 5 years ago. We were actually able to get both the engine and the tanks out of our boat in a single day.

If you are in the market for a fiberglass GB32 I would try to get either the

Series II (hull numbers lower than approximately 541) or the Series IV built after approximately 1980. The Series III GB32 were a bit of a compromise, presumably to save production costs.

These cost-cutting measures included replacement of the standard 6-cylinder Ford Lehman with the 4-cylinder version; deletion of the teak decks on the flybridge; planking of the teak decks on the main deck parallel to the keel-rather than following the curvature of the hull; deletion of the teak transom and smaller salon windows. On the inside the Series III boats deleted a number of features including the chart and liquor cabinets in the salon."

Reuter continues: "Original Quality: I would try to find a boat that has not been modified too much by its previous owners. In my experience, almost everything originally installed by Grand Banks was of top quality and craftsmanship and has the potential to last the life of the boat. Therefore almost every piece of equipment installed by a well-meaning previous owner will result in some cutting or drilling into the original GB work, compromising



Capt. Bill Pike describes the Grand Banks 32 as "a seagoing work of art"

both the original structure and usually the design. Having said this, I would look for the following upgrades in an older GB, provided that the work was done to a very high standard:

- High-output alternator and upgraded batteries (the original GBs came with only a 50-amp Motorola alternator, and automotive style regulator and two 4D or two 8D batteries).
- •Upgraded head & holding tank. We have installed a Vacuflush unit and a Sealand holding tank.
- Blisters: The good news is that hull blisters don't seem to be a serious problem on GBs, [read on-ed.] and the fiberglass boats are built of solid handlaid glass all the way up to the bulwarks (i.e. with no foam or balsa coring).
- Teak Decks: Stay away from decks that are bright, golden and clean! Ironically, the less these have been "cared for" by previous owners the better! I am continuously hearing from other owners about the teak seams needing to be deepened and re-caulked, or even entire teak decks needing to be replaced

as a result of the teak deck wearing away, and the seams pulling away from the planks. In my experience this is the direct result of well meaning owners treating their decks with two-part caustic deck cleaners. To my knowledge, the decks on our boat have never been subjected to this type of treatment, and as a result are still in top shape. By this I mean that the seams have not pulled away from any planks, the seams do not stand proud of the deck, and there are no deck leaks.

Operating Characteristics: Obviously the GB32 is not a fast boat. Having said this, what she lacks in speed she definitely makes up in seaworthiness. WhiletheGBisnotaparticularlydryboat (the bow does not have much flare), its heavy displacement and full keel make it a very stable and well-mannered sea boat. Our GB 32 has cruised on its own bottom the entire coast from Glacier Bay Alaska to Ensenada Mexico, and during the course of this we have experienced very rough weather conditions.

Furthermore, although the GB32 is not "fast", it is nevertheless considerably faster than almost every sailboat under

FOR SALE: Blue Moon



Once in a Blue Moon: Here is a rare opportunity to own a piece of American pop culture!

Blue Moon is a 1952 Chris Craft 32' Super Deluxe.

Blue Moon has been restored inside out and has been kept in a boat house its whole life. It resides on Vancouver Island, British Columbia, Canada. I

have travelled throughout Europe and have seen some incredible boats in Amsterdam, Venice, London, this beauty would be a head turner where ever it is re-located and could be an instant business.

I have showed the boat all over the Great North West. **The boat has won 'Best in Restored Power' and 'People's Choice' awards, too many to list.** Most of the boat is mahogany other than the cockpit decks which are edge grain fir. New polypropylene fuel tanks and water holding tank, eliminating all of the metal. It has a secondary helm below, one of the features of the Super Deluxe. There were only 130 made from 1950 to 1952 and may only be a handful left in the world. This is hull #C32-112. It was re-powered in 1966 with twin Chevy Corvette 327s, rare in themselves. We have restored 5 or 6 Chris-Crafts over the last ten years, although none as rare as Blue Moon. – James Friesen

Whether she ends up in North America or Europe, my hope is she ends up with someone who will cherish her as I have. More pictures are available on Facebook: James Friesen

Serious inquiries please call or email for price. (250) 415-3367 jefriesen@yahoo.ca



power (we cruise comfortably at 8 to 81/2 knots, whereas our friends with sailboats usually only manage 5 knots).

Little Known Facts: GB actually built a "workboat" version of the GB32 for a short period of time. This was known as the GB32 "Husky". The "Husky" had no flybridge, a shorter main cabin (it stopped at the second salon window) and a longer cockpit. The 32 Huskys were built in the mid 1970s and I have

only ever seen two of these. GB also built a handful of 28s in wood. These looked like a scaled-down 32."

Rich Werner, GB32-277:

"The one thing you always hear about is fuel tanks. Our tanks had been replaced before we got the boat so we have not had to deal with that issue.

Issues we have had are dry rot of the plywood under the teak deck in the

Asked what to look out for in a 32, Pike says, "Engine, decks, tanks and hull blisters."

lazarette. I replaced all of that last year. Even though the plywood was bad the stringers were as solid as new. They looked like they had never been wet. Not sure what kind of wood they are, but they seem very dense and hard. The boat does not leak (at least from the bottom!). There are some leaks around the windows but nothing that causes anything more than minor irritation.

One of the things I've spent a lot of time (and money) on is vibration. With a new shaft and cutlass bearings, engine mounts etc., it is now okay. Not great, but okay. I think this is something I'd look at more carefully if I was getting another 32.

I've spent a lot of time removing unknown electrical wiring. I'm sure this is not unique to GB but is part and parcel of buying a boat that is nearly 30 years old. Also replaced all of the primary battery wiring—it was stiff with age. I'm still using the original alternator.

We love the boat. It has a lot of character and feels extremely sturdy on the water. The cost of running it is minimal with about 1 1/2 gallons per hour fuel burn.

We are moored in fresh water, just inside the Ballard Locks in Seattle, so it is easy to get to Puget Sound but also easy to go for a short cruise to Lake Union or Lake Washington. The boat is easy to handle for one person."

Rich Werner's comments about the importance of examining decks were echoed by Capt. Bill Pike. I spoke with him about his search for the ideal GB 32. With decades of experience on the Great Lakes and the world's oceans, Bill has high standards for his own boat and chose a Grand Banks 32.

Pike has many wooden owned sailboats but always liked the Grand Banks powerboat offerings. The 32 in particular he describes as "a seagoing work of art". "I can sit and look at it like it's a painting in a museum", he says. "I come from the Henry Thoreau school of maritime utility; simplify as much as possible. To me, the simple boat is an escape from technology, and I can fix the boat myself." At 7 knots he burns about 2 gallons of diesel per hour with the 135 hp Ford Lehman. "I fill 'er up once a year whether I need to or not!", laughs Pike.

Grand Banks 32 Sedan (1965-1996)

LOA: 31'11" (9.7m) LWL: 30'9" (9.4m)

Beam: 11'6" (3.5m)

Draft: 3'9" (1.1m)

Displacement: 17,000 lbs. (7,690 kg)

Fuel: 225/250 gal (855/950L)

Water: 110 gal. (418L)

Bill took two years to look at the 32s on the market he felt met his standards. He came home disappointed on most occasions. Later models had the 210hp Cummins, which he wanted to avoid since he doesn't think the boat benefits

from the extra power, and makes the engine room tighter and the wallet lighter. He finally found a boat in Maryland with the Lehman, 135 good decks and tanks which he delivered himself to Florida, running 11

Workboat heritage: Protected prop, big rudder



hours per day with no autopilot. Pike is the third owner of his 1988 example.

Asked what to look out for in a 32, Pike says, "Engine, decks, tanks and hull blisters. Go with the smaller Lehman engines. And you gotta pay attention to the decks. They're laid with screws and Thiokol, a rubbery adhesive. If the Thiokol starts to disintegrate, water will

leak around the screws and you'll eventually have to remove the teak planking and deck core to re-fiberglass new decking. It could be \$35,000 to repair it all. Beware of spongy areas. Bad areas will dry slowly after exposure to rain

or green water. Pull a bung and a screw in the suspected bad area if the owner will let you."

The boat Pike bought suffered from severe bottom blisters. He had an experienced yard give her a

new vinylester bottom. In the process they removed 2 layers of glass and let it dry for 3 months before applying the new bottom.

All model years of Grand Banks have iron fuel tanks. Condensation inside the tanks or water leaks around fuel fitting(s) can create corrosion problems. (Pike can't recall if there's one fuel

Just the facts: The 32's helm is straightforward



fitting or two, since he so rarely fills the tanks!). Water will settle on the tank top and migrate towards outboard side, which is difficult to inspect.

Bill Pike has installed fuel polisher and adds fuel conditioner on a regular basis, but is otherwise happy with the boat's exceptional equipment. But, he says, he'll be adding a Simrad autopilot soon! About 900 Grand Banks 32s were built. GB32s had wood hulls from 1965 to 1972, fiberglass hulls from 1973 to 1996.

Cruise speed: 7 knots
Fuel consumption at cruise: 3 gph
Range at cruise: 500+ nautical miles

Most early examples were powered with single Ford Lehman diesel (120 hp or 135hp).

Avoid the Heebie-GBs:

Here are the current GB32 asking prices for wood and fiberglass examples, based on Yachtworld.com listings.

Wood boats

Low: \$23,500 for a '71 in LA, "needs work"

High: \$96,286 for a '70 in England (new engine, paint & varnish)

Fiberglass boats:

Low: \$53,995 for a '74 in TX w/120 Lehman (teak needs some work)

High: \$149,500 for an '89 in Long Beach, CA with Cummins 210, spotless



Story: Max Lingenfelter

Hugh Saint grew up building model airplanes out of wood and epoxy. He realized at an early age that he had an affinity for figuring things out in three dimensions. This natural ability led him through life in two ways. He became an Air Force pilot, flying fighter aircraft in Vietnam. And once home he continued be fascinated with wood-epoxy construction, eventually starting his own custom wood boatbuilding business in Cape Coral, Florida.

mahogany motoryacht, Hugh Saint builds his boats entirely in the WEST (Wood Epoxy Saturation Technique) method for longevity and low upkeep. Framework and outer planking are of the finest pattern grade Honduran mahogany. planking is African (Okoume) mahogany imported from France. What's not coated in varnish is treated with similar care; all painted surfaces are sheathed with Dynel cloth, which is more abrasive-resistent than fiberglass.

Be it a 27-foot closed bow retro runabout Saint has been building boats this way with a modern underbody or a large, fast since 1981. Construction time averages



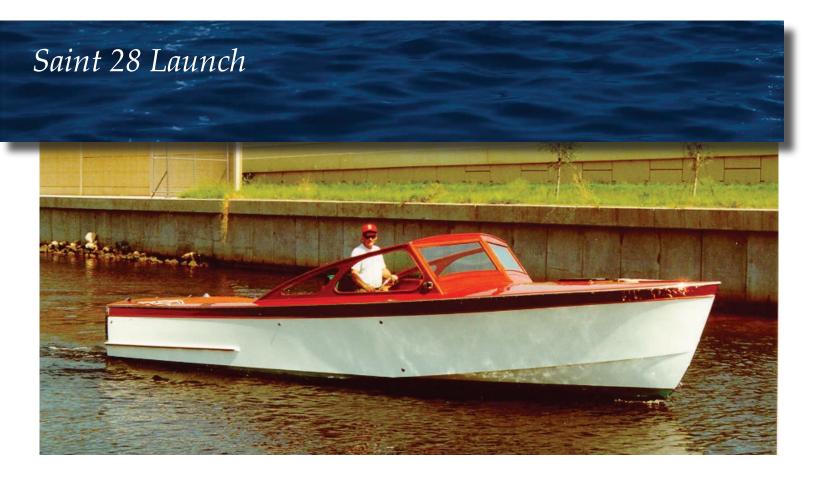
twelve months for runabouts and 2 years for larger boats.

sections found on so many of the original "woodies" from the early 20th century.

Hugh Saint custom wooden boats have Saint offers modern convex-sectioned underbodies for hydrodynamic qualities that match one-off designs as well. The Sheerliners the most modern hullforms, not the an- and Fairlines each have their own classic

standard models, Sheerliners and Fairliners, and can build tiquated concave look, but they're thoroughly modern





boats from the rudders up, in too many ways to fully detail in one sitting.

"Challenge" can be the middle name of custom boat building. Col. Saint, President of Hugh Saint, Inc. and Tommy Stovall, Vice President, both having experienced challenges throughout their lives and are more than qualified to handle just about anything that comes their way.

But one day they were presented with a boat order that almost pushed their abilities to the limit: *Miss O.S.B.* Although her 65 ft. length and classic style was well within their capabilities, the owner presented a whopper of a challenge; to construct the entire boat out of Oriented Strand Board! OSB is

an engineered wood product, a step up from particle board insofar as the strips of wood are oriented in specific directions not unlike fiberglass cloth, to maximize their strength in a compressed laminate. OSB was the main product of the client's business, and he wanted to show off its capabilities, even in this unorthodox way.

As with anything in life, there had to be compromises. To begin, the entire structure of the boat had to be built with the same material Saint and Stovall normally used, pattern grade Honduran mahogany, laminated with the WEST system. Additionally, a mahogany truss structure fabricated from 1"x 6" boards was added inside of the framework from the transom to two-thirds forward.



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The client wanted OSB planking to be visible inside and out. Structural strength was achieved by sealing the inside of the planking with fiberglass/epoxy, allowing the OSB to remain visible. Outside planking above the waterline was finished with six coats of clear WEST® epoxy and 16 coats of DuPont MS-1 Marine finish, all with seven layers of structural fiberglass/epoxy in the middle.

The underbody was reinforced in a similar manner, but with the structural fiberglass as the outside layer. Bottom planking in the engine compartment is three layers of 3/8" Honduran mahogany. The oriented strand board used was special in that it was made

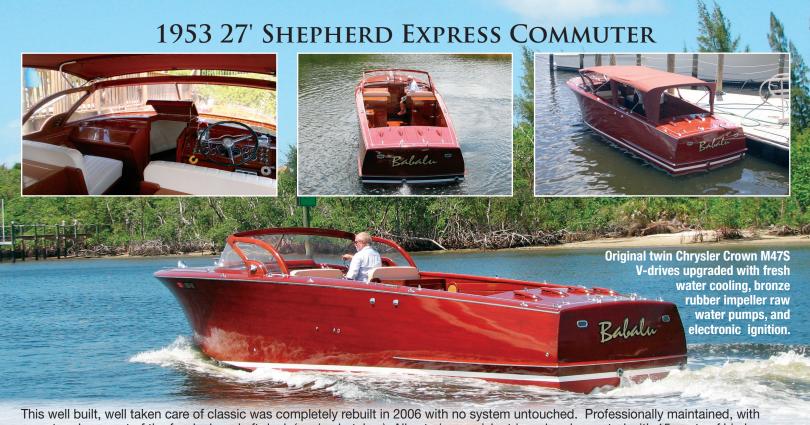


of hardwood chips and waterproof resin. Saint's crew soaked a raw piece in water for a month and it did not swell. With the copious amounts of fiberglass surrounding the material, water will hopefully never touch it.

Structural goals were met and top speed is 47 knots (53 mph).

Boyhood dreams and a career in advanced aviation have culminated in an impressive string of high-quality modern wooden boats for which Hugh Saint can be proud.

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This well built, well taken care of classic was completely rebuilt in 2006 with no system untouched. Professionally maintained, with recent replacement of the for deck and aft deck (engine hatches). All exterior varnish stripped and recoated with 15 coats of hi gloss varnish. All hardware was rechromed. The boat has an adjustable removable bimini top enclosure, with a removable aft bimini that will cover the entire cockpit, and complete isinglass panels for all openings. A full boat storage cover is also included.

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MUSEUM CRAWL



The Maritime Museum of San Diego has one of the raincluding the world's oldest active ship, Star of I for excellence in restoring, maintain







world's finest collections of historic ships and yachts, India. They have earned a worldwide reputation ning and operating historic vessels.





The Soviet-era B-39 is here, periscope perennially trained on docked nearby, and the USS Dolphin, famed for the deepest of

San Diego, California – As the world's only all-afloat museum, the Maritime Museum of San Diego, California, is unique from the outset. Even her offices reside aboard the docked 1898 steam ferry *Berkeley*, which evacuated

survivors of San Francisco's 1906 Great Quake to safety across the bay.

Add to that a collection of still-active classic vessels, including the bark *Star of India*, built and launched in the Isle of Man in 1863, and the sweet little 1904 steam yacht and doublewar veteran *Medea*. Not to be forgotten is the 1914

Pilot, now operating from the museum's docks as a mini tour boat and occasional sunset cruiser.

Throw in a couple of submarines to explore: the Soviet-era B-39, periscope perennially trained on her old adversary USS *Midway* docked nearby, and the USS *Dolphin*, famed for the deepest dive on record.

Movie stars? They're at the museum, too. The tops'l schooner *Californian* (the Golden State's official tall ship) has appeared in movies such as "Amistad", while her neighbor HMS *Surprise* has played prominent roles in "Master

and Commander" and "Pirates of the Caribbean - On Stranger Tides." Some of the museum's volunteer crew have appeared in these films as well, and occasionally can be persuaded to tell of life before the mast and in front of the cameras.

Conservation of these vessels is managed by a

team of devoted volunteers who work hand-in-hand with museum staff to preserve the ancient arts of the Great Age of Sail.

The transfer of traditional knowledge is at the heart of the museum's existence.

Both 18th-century ship models made by prison-hulk POWs during

Some sail crew members have virtually grown up on the and their children are now participating in the Junior Cr



the Napoleonic Wars and current What makes the Maritime Museum of minuscule works of art produced by the Ship Modellers Guild share space here. Volunteer preservationists are taught the skills needed to protect centuries-old artifacts (fingerprints are forever on iron guns) and how to caulk a deck.

A number of dedicated volunteers of all ages acquire enough traditional seafaring skills to join the active sail crew, earning spots aboard Californian, HMS Surprise and the Star of India when the ships go to sea.

San Diego float?

Founded in 1948, the on-the-water Maritime Museum of San Diego in 2011 remains afloat in another sense. global economy is pressuring revenue on many fronts, the museum is thriving. Ask staff why that is, and in nearly the same breath they will mention the vision of museum CEO Dr. Ray Ashley and the dedication of museum volunteers.

"Ray's a big dreamer," says exhibit designer Maggie Walton, "and without

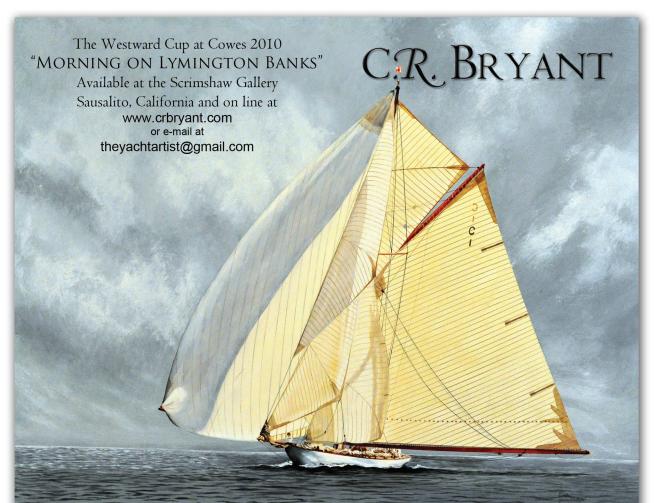
Star of India's deck, ew Program



dreams, you don't go anywhere." Star "Each year there are 40 to 80 who of India's First Mate Jim Davis concurs: he says, "The key is the volunteers. Without them, we couldn't operate."

notes that in 2010, 622 volunteers contributed 62,576 hours of work to the organization. The degrees of involvement vary, Loman continues.

have no other association than with "Leadership of the museum is one the Festival of Sail, for example." reason we are doing so well." And, On the other hand, some sail crew members (including Davis) have virtually grown up on the Star of India's deck, and their children are Volunteer coordinator Jeff Loman now participating in the Junior Crew Program. "They [the Junior Crew] tend to stick with it," he observes, adding that several are now pursuing maritime careers.



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The Maritime Gallery at Mystic Seaport, America's Museum of the Sea

Art and the Sea, South Thomaston, Maine

Meyerovich Gallery, San Francisco

Scrimshaw Gallery, Sausalito



Family sleepovers aboard the Star of India mean keeping the Bring warm clothes and sleeping bags, as this crew bunks on All "Tall sailors" report to "short sailors," and everyone is a

And the museum's success? While others "preserve and present," says Loman, the Maritime Museum of San Diego "preserves, presents and operates ... saving artifacts and knowledge."

WHAT TO SEE

Three Voyages to Paradise is currently on loan to the museum and features an

impressive array of artifacts and paintings from the era (and shipmates) of Cook, Melville and Gauguin aboard the *Berkeley*. A portrait of Captain Cook, painted circa 1782 by his former shipboard artist John Webber, is said to be the explorer's best likeness. The exhibit, on loan from the Richard Kelton Foundation, has been extended until the spring of 2012 in a climate-controlled gallery constructed especially for this collection.

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midnight watch. the deck itself. ldressed as "Mister," thank you.



HMS *Surprise* also features a tribute to Herman Melville and his legacy, including models, artifacts and videos relating to seafaring adventures.

to taste life at sea as a sailor. Furl a sail, try a hand at knot tying, and see the difference a trifold block makes to the ease of hauling cargo.

Permanent exhibits:

Aboard the Berkeley: Α history of the US Navy in San Diego; tribute to the Age of Steam (including the vessel's own massive en-Ship gines); Modellers' Guild cre-

PHOTO: ANNE MACLACHLAN

ations in progress; "Charting the Seas."

Aboard *Star of India*: A history of the Age of Sail; the lumber and Alaska Packers fishing trade; the lives of emigrants and sailors aboard a 19th-century vessel; interactive exhibits for guests to try.

WHAT TO DO

Interactive exhibits aboard the Star of India allow guests of all sizes and ages Family sleepovers aboard the Star of

India mean keeping the midnight watch; taking a swing up the mainmastin the bos'un's chair; making "rat stew"; loading cargo; recording

in the ship's log and reporting sightings to the captain. Bring warm clothes and sleeping bags, as this crew bunks on the deck itself. All "tall sailors" report to "short sailors," and everyone is addressed as "Mister," thank you.

Sailor Days at the museum allow guests to try everything from rowing to ropemaking. Want to know how to clean, load and fire one of the guns? Now is your chance. Groups of five or more

Also taking passengers: An accurate model of the renowned y is named, the racer America is a guest vessel at the museum.



can schedule private Explore Adventure tours involving segments (or all) of these activities if they call the museum several days in advance.

Pirate Days speak for themselves; costumed crew roam the decks engaging little visitors in gentle conversation and older ones in lively interaction. Is stealing wrong? Yes, the rogues insist, always.

WHAT TO SAIL

The 1914 *Pilot* guide boat takes visitors on 20-minute narrated tours around the bay, with facts on local Navy vessels, maritime business and wildlife.

For visitors with a little more time to spend on the water, Californian's four-

hour harbor-to-ocean sails offer the opportunity to raise sails and participate in other seafaring activities. In recent years, whale sightings have included not only California grey whales, but the majestic blues as well.

Also taking passengers: An accurate model of the renowned yacht for which the America's Cup is named, the racer *America* is a guest vessel at the museum. She boasts the sleekness and speed of her namesake. Passage can be booked through the museum.

WHAT'S TO COME

The newest addition to the fleet will be a full-size operational model of Juan Rodriquez Cabrillo's San Salvador.

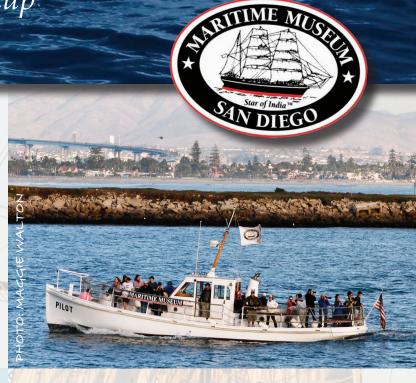
eacht for which the America's Cup

Under the guidance of historians and shipwrights, San Salvador's construction will take place over the next year and a half. She is being built by hand from the keel up, using five kinds of wood: purple heart, African sipilla, hackmattack, Angelique and white oak.



To see the work in progress, click here: http://www.sdmaritime.org/san-salvador-build/#demo. Want to make your mark, literally? Visitors can stamp their initials into the ship as she is undergoing construction.

If you can't be there in person, visit the University of California's webcam at http://anr.ucsd.edu/cameras/SLC.html to watch the vessel take shape.



ALSO ON THE WAY

As a Navy town, San Diego has its own collection of very active vessels around the bay. The Maritime Museum will soon be adding its own Patrol Craft Fast - otherwise known as a Swift Boat. This craft will be manned by the Vietnam vets who knew them best, and will take visitors on speedy tours around the bay while they talk of their lives on the rivers and coastline during the war years.



The Vessels

The Star of India sailed in the skull of

Steam yacht Medea

LOA: 134' Beam: 17'

Maximum Draft: 8'

Engine: 2-cylinder compound

reciprocating steam, 254 hp

Gross Tonnage: 143

Cruising Speed: 8.5-10 knots



The steel-hulled, steam-powered *Medea* was built for luxury living at sea. She now plays elegant hostess to selected invitees on the occasional San Diego Bay cruise.

Built in Scotland as a private yacht for William Macalister Hall in 1904, she served in the French Navy in WWI and returned to service in WWII under the Royal Navy flag before being transferred to Norwegian naval duty.

sdmaritime.org/steam-yacht-medea

Star of India

LOA: 212' Sparred Length: 280'

Beam: 35'

Maximum Draft: 21.5' Gross Tonnage: 1,318 Rig: Bark Crew: 160

One of the first iron-hulled vessels constructed, the *Star of India* was built to existing wooden ship specs. Thus, her framing is spaced at 18", which may have contributed to her longevity.

The ship was launched the week before President Abraham Lincoln delivered the Gettysburg Address. She circumnavigated the globe 21 times, having served in the salmon and lumber trades, and carried emigrants from Britain to New Zealand. Her first voyage was marred by collision and mutiny, earning her the reputation of "unlucky ship" - yet she has outlived all her sisters to sail the Pacific still.

The Star of India sailed in 2001 with what was rumored to be the skull of Blackbeard aboard, thus making the *Star* crew possibly the last to sail with the infamous Edward Teach.

sdmaritime.org/star-of-india

2001 with what was rumored to be Blackbeard aboard.



HMS Surprise

LOA: 179' Beam: 32'

Maximum Draft: 13' Gross Tonnage: 500 Rig: Full-rigged Ship

Aux. Power: Twin 300hp diesels



Built in Nova Scotia in 1970 and launched as HMS Rose, this 18th-century-model frigate has been a museum attraction, a certified sail training vessel, and a movie star. Purchased and refitted film-style by Fox Studios for their production of "Master and Commander: The Far Side of the World," she was rechristened HMS Surprise. Since then, the ship has been re-rigged for sailing purposes and now resides permanently at the museum.

sdmaritime.org/hms-surprise

B-39 Soviet Sub

LOA299'

Surface Displacement: 1,952 Tons Submerged Displacement: 2,475 Tons

Diesel Engines 3 X 2,000 hp Electric Motors3 X 1,350 hp

Cruising Speed Surfaced: 16 knots Cruising Speed Submerged: 15 knots

Torpedo Tubes: 6 forward, 4 aft

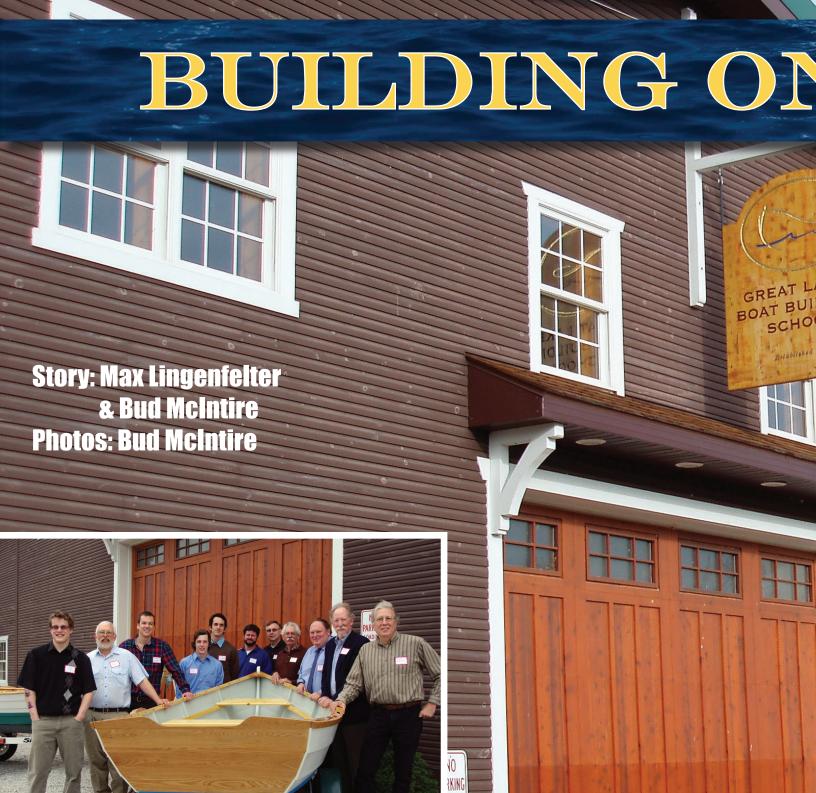
Armament: 22 Type-53 torpedoes with high explosive warheads and a range

of 10 miles, 36 mines

Exhibits aboard the B-39 recreate life aboard a Cold War Soviet submarine. Officers' tiny cabins feature framed images of Brezhnev. Radar pings follow visitors along the cramped passageway, and torpedoes rest in their tubes, ready for action.

The B-39's periscope faces *Midway*, her adversary during the Cold War, whom she reportedly tracked across the seas.

sdmaritime.org/b-39-submarine



Located on Michigan's Upper Peninsula in the bed confluence of Lakes Michigan, Huron and Superior of The school is well-placed to fulfill its mission of "probability building skills which preserves and continues"



utiful Les Cheneaux Islands, Cedarville lies at the and is home to the Great Lakes Boat Building School. romoting quality wooden and wood-composite boat the rich maritime heritage of the Great Lakes".



heritage began with the Ojibwa tribe's

larger cargo, passenger andpleasure boats and ships. These werebuiltby an influx of immigrants from Nova and Scotia



The western Great Lakes maritime added to this maritime heritage, as did the racing sailboats like the Northern Michibirch bark canoes, extended to the French gan One Design from the 1930s. Add to voyageurs, then to the building of ever that the renowned Chicago-to-Mackinac

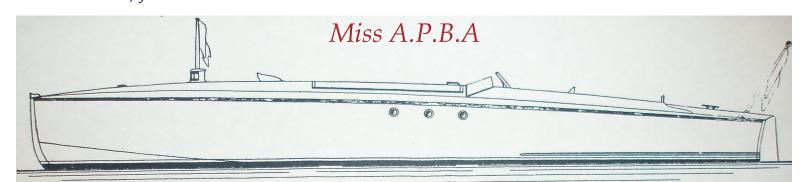
> sailing race which began in 1907 and you've got a seridose 0118 American boating heritage. It is a legacy worth

well-known Mackinac sailing boat came Great Lakes Boat Building School's efto symbolize the early work boats of the forts. western Great Lakes.

In the eastern Great Lakes, the American Canoe Association flourished in late 1800s, which led to a boom in small pleasure craft from J. Henry Rushton of Clayton, NY, Gar Wood, Chris Smith of Chris-Craft, John Hacker and others who

Scandanavia beginning in the 1850s. The building upon and a key element of the

Planning began on the school in 2005 with a steering committee of locals and by 2007 a 12,000 square foot building had been completed. The first class of students started in September 2007 and since that time over 50 students have completed the nine-month curriculum with



More than 125 students from 15 states have participated in the Summer Boat Building programs.

number going on through the secondyear program, which was added in 2009. Of those students, most have come from the Great Lakes region but others have come from as far away as North Carolina. Additionally, more than 125 students from 15 states have participated in the Summer Boat Building programs, many of whom have been families crafting their first boat. Students from Oregon, Virginia, New Jersey and Texas have joined in the learning experience. In six years the Great Lakes Boat Building School has become a regional center for both traditional and contemporary wood/epoxy boat building. The graduates of the first and second-year programs have gone on to work for such well-known Great Lakes boat builders and restorers as Van Dam Custom Boats, Classic & Antique Boats, Mertaugh Boat Works, Gage Marine and the Irish Boat Shop. Others have worked in such diverse locations as the Chesapeake



First-year students begin with two woodworking projects then proceed with a traditionally-built skiff.

Bay Maritime Museum and the Lake Pontchartrain Basin Maritime Museum in Louisiana, while some students have opened their own shops.

Led by Program Director and career builder wooden boat Pat Mahon and Instructor Adam Burk, the firstyear students begin with two smaller woodworking projects then proceed with a traditionally-built skiff. Following that, the class moves on to a larger boat in the 18-22' range such as the Paul Gartsidedesigned cutter or the Nelson-Zimmerdesigned launch. The final first-year project is a composite wood/epoxy boat of 14-18', as an introduction to this newer and increasingly prevalent type of boat building. The opportunity to learn both traditional and composite construction methods in the first-year program is unique to GLBBS.

The second-year class tackles a larger and more complex boat. The 2008-2009 class built the 26 1/2' Cedarville 26.5, designed by Van Dam Custom Boats, while this year's class is building a commissioned replica of a 1920s-era, John Hackerdesigned racing boat, originally named Miss A.P.B.A. Both boats are built using

the wood/epoxy composite method, but also involve marine systems installation and yacht joinery, which are integral to the second-year program.

Both classes are exposed to local boat builders and industry innovators along with technical sponsor The Gougeon Brothers, developers of the West System of wood/epoxy boat construction. This year the school has also been fortunate to have master rigger Peter Marshall, the lead rigger for all four "Pirates of the Caribbean" movies demonstrating traditional rigging on the Gartside cutter.

A visit to the school in Cedarville is always welcome. The crew at GLBBS will be glad to provide a personal tour and answer questions about their programs. Should you be in the market for a boat, they also have a list of available wooden craft built at the school, power and sail, on their website.

As the school develops and grows, capable students and well-built wooden boats ensure that the long-standing maritime heritage of the Great Lakes is preserved and continues to flourish.

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News from the Royal Yachting Association





ACROSSTHEPOND

First, a bit of backgrond...

RA

The RYA is the national governing body for all forms of recreational and competitive boating in the UK. The RYA represents dinghy and yacht racing, motor and sail cruising, RIBs and sports boats, powerboat racing, windsurfing, personal watercraft, inland cruising and narrowboats.

Founded as the Yacht Racing Association in 1875, it only became the Royal Yachting

Association in 1952. Now universally recognized by its initials, the RYA remains constituted as a membership association, with a council of elected volunteers as its supreme policy-making body.

The RYA serves as a national governing body, a membership organization, an internationally recognized training source and Europe's largest marine publisher.

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Racing

The RYA administers the international racing rules of sailing (including windsurfing) in the UK, and the sport of powerboating. It's coaching and development schemes actively support over 600 of Britain's top sailors, from talented juniors to Olympic and World Champions. Sailing is one of Britain's most successful Olympic sports and Britain holds the number one spot in the sport's international rankings.

powerboating Its supports a wealth of UK talent, taster sessions.

who have clinched a host of British, European and World titles across the disciplines.

Sport Development

The RYA manages a number of schemes to promote boating to key audiences - especially young people. OnBoard (OB) is a program designed to introduce sailing and windsurfing to young people and keep them sailing. In the six years the program has been running over 350,000 youngsters have department had the chance to take to the water for





More recently the RYA has introduced its new Active Marina program, designed to help boaters get more out of life with their boat. The program encourages and supports increased berth holder activity by partnering with marinas, RYA recognised training centers, berth holder groups and yacht clubs to establish or enhance a program of training, cruising and social opportunities. The program is proving very popular.

Sport Administration and Governance

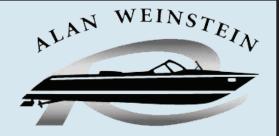
One of boating's biggest attractions is its great sense of freedom and the RYA plays an active role in protecting this freedom. With a program of lobbying aimed at resisting legislation or minimizing its impact on boaters and the boating they do, the RYA's intent is to ensure that legislators, regulators and other authorities understand and take account of recreational boating activity.

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Working with government and other organizations from the public, private, media and not for profit sectors, the RYA represents members' interests on over 50 statutory and consultative committees in the UK and internationally. It is widely held to be amongst the best-run and most progressive of all the UK sport's national governing bodies.

Disabled Sailing

Sailing offers a unique range of opportunities for disabled people to enjoy physical activity and take part in competitive events. RYA Sailability raises funds for facilities and volunteers to support these events. It has established more than 200 'foundation clubs' (sailing clubs with dedicated facilities for disabled sailing) throughout the UK and has raised £4m in the past three years.

A Membership Organization

The RYA has more than 100,000 personal members and 1,400 affiliated clubs and class associations. The latter represent some 500,000 active sailors throughout the UK.

RYA members are able to tap into a vast wealth of expert advice and information



from experienced and knowledgeable RYA staff.

The RYA represents the interests of its members and the wider boating community, and campaigns actively on boating, marine, inland water environmental and safety issues from local level to international level. It has inhouse experts supported by a legal team with specialized knowledge of these areas and also retains consultants and researchers to provide advice at local, regional, national, EU and global level.

Internationally Recognized Training

There are 2,340 RYA Recognized Training Centers in over 45 countries, including Australia, New Zealand, South Africa,



RA

Indonesia, Thailand and the USA. These deliver over 165,000 training courses annually, while a host of UK organizations have adopted RYA training including the Royal Navy, RNLI, the Maritime and Coastguard Agency, the MoD, the Police and the Fire Service.

Commercial Activities

The RYA is Europe's largest marine publisher, with some 90+ book, DVD and multimedia titles on its current list.

Most recently the RYA launched three eBook titles via the RYA Books app,

bringing copy to life through video and animation.

The RYA's publications are highly regarded internationally and RYA titles have been translated into more than a dozen foreign languages. It is developing special southern hemisphere editions of its leading training titles to meet demand from Australia, New Zealand and South Africa.

To find out more about the RYA and its work visit www.rya.org.uk



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The Restoration of

Bluenose II is something of a folk hero in Nova Scotia; the fact that she's on their license plate is a testament to that. Generations of Atlantic Canadians have grown up with stories of the original Bluenose fishing schooner, her Captain Angus Walters and Bluenose II.

history and legends. Fishing schooners became obsolete after World War II, and despite efforts to keep her in Nova Scotia, the *Bluenose* was sold to work as a freighter in the West Indies. Laden with bananas, she foundered on a Haitian reef and was lost on January 28, 1946.

Bluenose became the world's most Bluenose II was launched at Lunenburg famous Nova Scotian fishing schooner, on July 24, 1963, built to original plans racing victorious - and undefeated - into and by many of the same workers who

Bluenosell

built the original. She was built by the Oland Brewery for \$208,600 as a marketing tool for their "Schooner Beer" brand. *Bluenose* captain Angus J. Walters took the helm of the new replica for her maiden voyage.

But time takes its toll. Eventually the vessel needed serious work. In July of 2010 the Province of Nova Scotia awarded the Lunenburg Shipyard Alliance the contract for the complete restoration of *Bluenose II*.

The restoration will be thorough and complete with each of the Lunenburg



NOVA SCOTIA

For LSA's Covey Island Boatworks, this will be the crowning achievement in a history of award-winning boats which includes a long list of exceptional schooners. Among them Ted Brewer's *TreeofLife*, Starling Burgess' *Nina*, Chuck Burn's *Sir Edmund*, as well as *PaPa I*, *Maggie B* and *Farfarer*, all designed by Nigel Irens.



"We are delighted to be part of the new Columbia project". This is a very high-profile project, which will showcase the wide



Covey Island Boatworks will be providing all ten of the spars, standing and running rigging, mast hoops and rig metal work for the schooner *Columbia*, a replica of the 140-foot schooner that sailed out of Gloucester, Massachusetts, in the 1920s.

"We are delighted to be part of the new Columbia project," said Covey Island Boatworks president John Steele. "This vessel, and its historic connection to the Fishemen's Cup Races, to the *Bluenose* and so to Lunenburg, makes it an honour for our company to have been chosen." he added.

"This is a very high-profile project, which will showcase the wide range of talent this community has to offer the marine industry. We were chosen because of our knowledge and experience with traditional schooners and also our ability to put such a complex package together in one place." Mr. Steele noted.

The acclaimed yard was established on Covey Island, one of the LaHave Islands in Lunenburg County, Nova Scotia, in 1979 by John Steele and two partners. The first boats were canoes and kayaks, but all were custom and composite wood/epoxy from the start.

ct ," said Covey Island Boatworks president John Steele. range of talent this community has to offer the marine industry."

Soon the yard was building commercial vessels and by 1984 had begun to build pleasure boats.

After struggling with the logistics of shipping and receiving materials from an island, the business moved onto the mainland at nearby Petite Riviere, in 1987. The new plant was a former village store, which was soon expanded for the



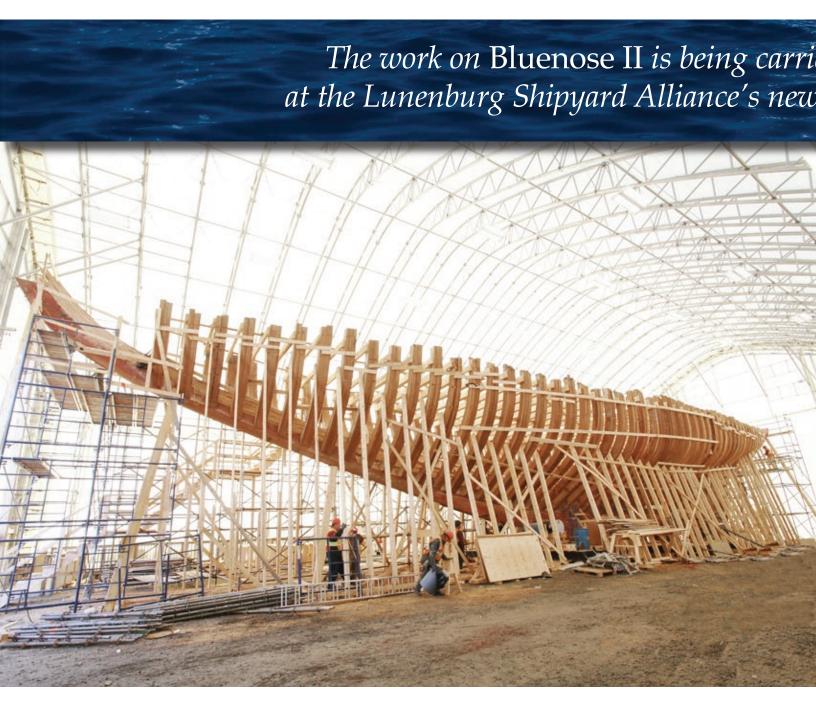
construction of the 70' gaff schooner *Tree of Life,* launched in 1991.

Covey Island Boatworks has now built ninety custom vessels, including lobsteryachts and shoal draft motoryachts, as well as blue water sailing cruisers.

For Sale: the motor yacht Trudella



She can be veiwed at www.mvtrudella.com.
Interested parties can contact the agent at bquantum@eircom.net.
The asking price is 980,000.00 euros.



The work on *Bluenose II* is being carried out at the Lunenburg Shipyard Alliance's new facilities, located within the confines of the Lunenburg Marine Railway Company on the waterfront in the beautiful and historic town of Lunenburg, a UNESCO World Heritage Site.

The *Bluenose II* is anticipated to be back at sea for the summer of 2012.

Yet Another Classic Beauty

It's as if the ghosts of Capt. Angus Walters (*Bluenose*) and Capt. Ben Pine (*Columbia* and *Gertrude Thebault*) are roaming around the Eastern Seaboard, trying to set up another great race. While the Covey Island crew is working at getting *Bluenose II* ready for the sea, they get a call from Brian D'Isunia, of Eastern Shipbuilding in



Panama City, Florida. About twenty years ago, Mr. D'Isunia found a set of *Columbia*'s drawings, was captivated by the beautiful lines and decided to build her for himself!

See, Columbia raced Bluenose in 1923 in one of the most acrimonious series ever sailed for the Fisherman's Cup, a series known for, shall we say, a relaxed attitude to good sportsmanship. She was fast, and though Bluenose won, it was pretty clear that given the conditions, she could beat Bluenose if any boat could. Unfortunately, she was lost before a rematch could happen.

Mr. D'Isunia was looking for a crew to build his spars, and all the deck gear, rig the boat and build a suit of sails. John Steele at Covey Island crunched the numbers, made a proposal and Covey Island is building Columbia's spars.

Small world!

schoonerbluenose2.ca coveyisland.com



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Onboard

SABELLA ON SAFETY

Seattle, Washington - In this the 15th healing and help prevent bandages from installment of our series on safety at sea, we'll continue to address medical emergency response. Remember, if you're more than a few minutes away from the dock, you're the first responder when (not if) an injury or illness occurs aboard your boat. In this issue,

we'll look at wound care, fractures and cold exposure. We covered the primary examination, or what we call ABCs care (airway, breathing and circulation) way back in SOS 11 in the May/June issue of Classic Yacht.

Wound Care

sanitary Maintain conditions as you treat wounds. Irrigate or

matter and decrease the risk of infection.

sticking to exposed tissues.

Protect the area by applying a sterile dressing made from gauze or clean cloth. Use multiple absorbent layers. Injuries that are large or deep may require sutures or wound closure strips.



Maintain sanitary conditions as you treat wounds. Irrigate or gently swab the affected area with clean water or sterile saline solution.

Secure the dressing in place with tape or a bandage, but don't cut off the victim's circulation. Monitor the pulse and temperature of the extremity beyond the wound and loosen bandage the necessary. To perform a capillary refill test, pinch the patient's fingernail or toenail until it blanches white,

gently swab the affected area with clean then release the pressure. Normal, pink water or sterile saline to remove foreign color should return quickly. If it doesn't, loosen your bandage and try again. The Apply an antibiotic ointment to promote objective is to maintain sufficient pressure

First Aid: Wound Care Fractures Cold Exposure

The following article is based on the content of Onboard First Aid: Immediate Actions, http://www.johnsabella.com/detail.lasso?title=10206.

you cut off circulation.

If the victim has impaled himself with a knife or some other sharp object, don't pull it out. It may be acting as a cork. Removing it could produce serious bleeding or internal damage. Pad and protect the area Apply ice or cold packs to the area to

with clean materials. Comfort the victim and provide ABCs care until help is on the scene.

Fractures

suspected **Treat** broken bones gently. Ask the victim if he can feel a broken bone. Look for areas of pain, tenderness, swelling or deformity. If the broken bones have pierced the

skin, control the bleeding, then clean and Cold Exposure dress the wound.

extremity until a splint can be applied. Prolonged exposure to cold air, wind

to control bleeding, but not so much that Immobilize the break using a prefabricated splint or rigid materials like cardboard or a rolled magazine. Measure and otherwise prepare the device as thoroughly as possible before attempting to apply it to the injured limb.

constrictbloodvessels and minimize blood loss. Monitor extremity beyond the fracture to ensure that your treatment efforts have not completely cut off circulation. Check skin color and temperature and the capillary refill rate. Loosen the dressing or the splint, or both, if necessary.



Protect the area by applying a sterile dressing. Use multiple absorbent layers.

Immersion in cold water quickly produces the condition known as hypothermia, or a Use manual traction to stabilize the seriousdropinthebody's core temperature.

If you're more than a few minutes away from the dock, you're the first responder when (not



Monitor pulse and temperature beyond the wound.



Treat suspected broken bones gently. If bones have pierced the skin, control the bleeding, then clean and dress the wound.



Use manual traction to stabilize until the splint can be applied. Fabricate a splint out cardboard or a rolled magazine.

and spray produces the same condition. Symptoms of exposure to cold include pale, clammy skin, shivering, confusion or fatigue, and slow pulse and respiratory rates. When the core temperature drops to critical levels, the victim loses consciousness.

The victim must be removed from the cold environment as quickly as possible. His heart and circulatory system may be at risk, so he should be handled gently, preferably lying on his back.

Cold stresses the body's circulatory system and may trigger cardiac arrest. When the human brain senses cold-related danger, it acts to protect the body core, the head and torso that contain vital organs, by shutting down circulation to the limbs. That's why someone suffering from hypothermia begins to lose control of his arms and legs and may not be capable of his assisting in own rescue by climbing a boarding ladder.

If the victim is re-warmed too quickly, e.g., by sudden immersion in a hot shower, circulation to the extremities may be restored too quickly and cold blood re-entering the torso from the arms and legs may produce an after drop, that cools and stresses the heart even further.

if) an injury or illness occurs aboard your boat.

Remove wet clothing and employ slow re-warming techniques including the use of blankets or body-to-body contact. Don't try to re-warm him quickly by immersing him in a hot tub or shower. Don't position hot objects next to his skin, which will be susceptible to heat-related injury (although a warm hot water bottle, tested against your own skin as you might test a baby's formula, is probably okay). Don't massage his extremities or administer stimulants.

Supply oxygen and keep him quiet until you have obtained medical supervision. The good news is that a victim who recovers from hypothermia typically experiences no after effects. Keep in mind that somebody standing a cold-weather wheel watch may be hypothermic before he falls overboard, endangering him even further. Wear warm clothing including a watch cap and good foul weather gear when you boat in cold conditions.

John Sabella's firm produces safety training DVDs and books used on boats and ships all over the world.

johnsabella.com



Use the capillary refill test to ensure splint hasn't cut circulation beyond the wound.



A Jason's Cradle enables rescue responders to keep the victim prone as they lift him out of the water.



The victim must be removed from the cold environment as quickly as possible, preferably lying on his back.



Let's start off with the story of the *Cora* Marie, the 107-foot 1929 Ted Geary yacht which Fredric Marq of Miami recently Through the summer, purchased. Fredric would call and ask me questions and give me updates on her. In October, he called and told me "My Cora Marie arrived. We launch tomorrow. Do you want to come?" Well, I couldn't say yes fast enough. I had missed the shipping/launch of Summerwind when she came in from Spain because I had to be out of town. Now, I have seen lots of boats shipped, but a large wooden yacht, never!

Once we got to the port and through the maze of security we came upon her, nestled between lots of other yachts. Climbing aboard was no small feat. First were the welded-to-the-ship pipe ladders, then the huge retractable deck hatches to negotiate. After weaving our way through the blocking and chain falls and straps, we climbed aboard. The captain, Christian Lint who had helped Fredric bring her back to operational status, was waiting for us. You see, the *Cora Marie* had sat dormant for 10 to 12 years. Would her engines start? No one knew if the bottom was wormed out, or if she would run. It was quite the gamble. The last unrestored Grand Dame from Ted Geary was about to splash in the Atlantic. This was exciting.

Cora Marie was listing to starboard and the yacht next to her was listing to port, so there must have been some rough seas on the trip from Washington state. Capt. Christian's job was to reanimate her once again. Bilges full of water, she showed no signs of leaking from the outsides. After pumping and prepping, we were told to get off the boat. It was time. Two A-frames and two cranes





THE LOG

with four straps, and with a little popping sound of the straps tightening, she slowly lifted off the deck. The sight of two cranes in opposite directions as this gigantic yacht glided through the air so effortlessly was beautiful. I was glad that I had been here to witness this.

Down the ladder we went. As we pulled away I could feel the *Cora Marie* come to life. The sun was setting, the captain started up the generator and the lights pulsed or flickered with each beat, like a heartbeat. The decision was made to berth for the night at Pier 66. She is not an ICW cruiser. She draws eight feet, so to the ocean we went! As we headed out to sea, the yacht had a gentle roll. I could feel her weight, cruising along about 12 knots. It was grand. I could see what had inspired Fredric to purchase her.

Okay, now for a cautionary tale. This is the time of the year when boats are put to sleep, covered from the cold and winterized. This story is not about that but the opposite. This is about an elegantly crafted barrel-back Hacker Craft covered with a dark green cover,



stored inbetween two buildings. With the cover cinched tight, between the rainstorms and the hot sun, the boat cracked all her deck seams and warped the boards.

This didn't have to happen and this is what gives wooden boats a bad rap! Just like being up north, down south a cover for a varnished boat should not lay on the wood. A simple bow to hook from the forward lift ring to the aft one, and





a couple of side braces to the rubber step plates, and a cover made of white material that goes down to the hull would have been a good investment. The other would have not to have had the boat on black asphalt between the buildings. This is just common sense.

Stephanie Smith: There is a friendly competition between our two facilities. South Florida has had the two largest projects in Moores Marine's

history, Summerwind and Honey Fitz, but Nate and his crew at our North Carolina yard might have the most glamorous one yet. His work will be in a Hollywood film. After months of planning, reviewing old photographs and meetings, Nate and his crew have kicked off the Pilar project, converting the Wheeler Elhanor into Ernest Hemingway's sportsfishing boat to be used in a film about Hemingway and his Cuban fishing guide.

I had to warn Caitlin Underwood, our new business manager at MMYC, to not get used to projects like *Elhanor*. Most of our clients are not movie stars such as Andy Garcia, who is the producer and star of the film, but it was a heck of a way to start a new job.





"Seven! Count them, seven Trumpy yachts in our yards," Jim said after talking to my brother Nate at our North Carolina yard. It's a little bit of Hollywood accounting since two of the Trumpy yachts are our own but yes, we did have seven sisters at our two locations. Nate had America, Discovery/Stately Lady, Washingtonian, Jacqueline and Sea Hammock.

In Florida, we have Dune and Aurora II. We could not line them all up for a photograph but we still got a kick out of it.

Jewett, recently passed away at age 90. If it Beaufort, NC.

wasn't for Tom, all my sailing adventures might not have happened; I wouldn't be here today.

After trying his hand at yacht brokerage in retirement, he worked helping with films such as "Splash", "Blue Lagoon", and lots of the Bond films. As a friend since I was a child I will deeply miss him. Later this month we'll say farewell to him aboard Aurora II in the warm waters that drew him to life in Florida.

Jim and Stephanie Moores are the owners Jim: A dear friend of my family, Tom of Moores Marine in Riviera Beach, FL and



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LEW'S LESSONS

If you have a vessel hewn of wood, you may be forgiven if you think it isn't possible to accomplish much of anything on the boat during the first months of winter. But actually it's a great time to make progress.

I'm not terribly fond of working on the boat in the deepest months of winter, but I don't mind actually being aboard her then either. There was a time when I was happy to take any opportunity to work on her and improve her condition regardless of the weather, and I still like the work when it is warmer. But winter is different. I am no longer able to shrug off the cold as well as I once did, and my joints and muscles creak more in the damp cold as I work my way around her in the gloomier light. Still, I know that any progress I can make in the winter buys us more time for boating during the season. If I wait until the weather is perfect to work on





Cold-Weather Varnish Techniques

the obstacles and to move your projects along despite your sore neck and the ache of that bad knee.

Now I don't like to complain or be thought a whiner. I am not complaining. This is just the truth. Winter is a hard time for most of us with boats. I bet many decisions to sell vessels are made at this time of year. Happily, such dire resolutions can be recanted with equal conviction in the spring.

the boat, inevitably I will be eating into the Northwest's short summer. So for me, and many like me here on the west coast, winter work makes a good deal of sense. I always make sure I have a cigar in my pocket when I go to the boat to work in winter. If I get there and find that conditions render work impossible, I can at least enjoy a smoke and take a look around to make sure that everything is as it should be before I turn around and head back home. At this time of year, the difficulties of cold and wet are compounded by very short days and generally poor ambient lighting conditions, and that can sap ambition, but you learn to overcome

Here in the northern latitudes there is far less light to begin with at the winter solstice, and what little there may be does not last long. Our famous and incessant cold rains can make fine exterior finish work challenging. If you have a vessel hewn of wood, you may be forgiven if you think it isn't possible to accomplish much of anything on the boat during the first months of winter. But actually it's a great time to make progress, even more so for those of us with larger boats. We who do some amount of our own work have of necessity developed our own techniques and styles that allow for some forward progress even in dismal

LEW'S LESSONS

weather. Here in the northwest we're luckier than most, as covered slips, and even boathouses, are more common than they are in some other parts of the country. Clearly winter is not a good time for certain repairs, but with a bit of cover, you can get good work done if you know a few tricks. By comparison to New England, it gets even better for us because with few exceptions, our waters do not freeze. We can with patience make some good progress here in the winter. The same claim may equally be made in other parts of the country, so I am going to share some of my simplest and most obvious tricks with you in the hope that you may find winter less than a total loss in respect to boat work.

My first suggestion is that you view your boat, be it moored as usual in the water, or hauled out in a yard, as your winter clubhouse. Of course many of us do so already, but I'm just reminding you. Bring a book, a bottle of wine, a cigar, some take out Thai food or whatever makes you happy and spend some quality time with her every now and then. While you are visiting, take an inventory of what needs refreshing

or repair. If you need to replace a water heater, hoses, pumps and filters or rebuild your head, now is the time.

The rules of varnishing in cold weather are indeed a bit different. Prep work may of course proceed as usual as it relies only on your ability to expend energy. If you are masking for finish however, you may wish to test your tape with a bit more regularity. Tape is, I think, even less forgiving in cold weather than in warm, although I'm not entirely sure why. But in any case, constant monitoring of masked lines is critical. 3M's 2090 safe release masking tape is a very useful product for winter work.

There are of course distinct techniques for using different tapes. When masking with safe release, run your fingernail along the tape's edge to make sure it is well adhered to your chosen work piece where you need it to be effective. The second key to keeping bleeding under the tape to a minimum is to paint or varnish from the tape to the work piece, and not from the work piece into the tape. This simple behavior....starting on the tape and not forcing your brush



under it, helps keep you from pushing your finish under the tape, and makes the line cleaner, largely preventing the bleeding some people seem to have trouble with.

One key problem in winter varnishing can be making sure the varnish kicks off in the first place. I make it a rule not to varnish once the temperature drops below the mid 40s with 42 or 43 degrees being the absolute break point for laying on a finish. When such low temperatures occur accompanied by the frequently higher humidity of wintertime here in the northwest, drying times for most coatings start to exceed the spans I am comfortable with. Such longer drying time creates a greater opportunity for the finish to accumulate dust and dirt. Now most experienced painters know that drying times can be corrected in cold weather by the use of Japan drier, which is



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LEW'S LESSONS

mixed into the varnish according to the manufacturer's instructions. Many coating manufacturers make their own driers, and most pros suggest using those when they are available.

Otherwise, generic Japan drier may be purchased and mixed onto the varnish in the pot. Additional thinning with the varnish's system thinners may also prove useful. I will almost always save the show (last) coat for better spring days, but using common sense and the available chemical aids, it is possible to get a great deal of the build work done in winter, at least around here. It is, I am sure, not so easy in Maine or Michigan, so there other tactics need to be considered.

When I varnish inside, I usually do so with ports and doors open, closing





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them and turning on my oil filled radiator as required and leaving it on when I leave the site. I don't like heaters that move air with a fan when I have been doing interior finish work as they can blow dust around. But the biggest problem I usually have in doing interior refinishing, especially in winter, is to create sufficient light of the right type. Solving that problem in whatever way is practical for you is a key to turning

them and turning on my oil filled out fine work. Good light is the first radiator as required and leaving it on when I leave the site. I don't like heaters summer or winter, and I hate the early that move air with a fan when I have loss of natural light in the depth of the been doing interior finish work as they winter. It's a motivation killer.

Somethingelse to be aware of is that some finishes will never kick off when applied over certain surfaces in cold weather. Your coating might have performed properly in warm weather, but if the

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"Excellent instruction fosters excellent students and GLBBS delivers on both, graduating the kind of students we look to hire." Steve Van Dam, Van Dam Boats

LEW'S LESSONS

temperature drops below a certain level, some random incompatibilities can impede the process to the point of complete failure. A few years ago we paid the seams of my laid decks with a popular caulking compound. After it had cured and the fir decks had been well sanded, I applied a first thinned coat of varnish, expecting it would cure over night. When I came back the next morning, the coat had failed to dry and was as tacky as it had been the day before.

A further day's patience yielded barely any additional improvement. I was forced to wipe it all off (can I complain now?) and consider my next course of action. I decided to coat the deck with a commercially available sealer that I knew to be very benign and fast drying and this did kick off relatively easily. Using that as a base, I varnished over it, and the results were then entirely acceptable.

If you have any doubts about the compatibility of your substrate with your chosen coatings, and especially if you are working in marginal conditions, it usually pays to test a

small area and make sure things will go your way within the constraints of the circumstances you are working under. Frequently it is possible to take an intermediate step, like applying a sealer coat which will more readily kick off and can then accept the slower drying varnish over it.

Shellac might be another such "intermediate" sealer that allows work to go forward, and as it is very fast drying it can be quite useful in winter work as a general sealer. Just remember that it does not have much by way of UV protection, and shouldn't be used as a substitute for varnish.

Getting this stuff out of the way in the winter frees you for boating when the season does come around. And by that time, the lingering smell of cigars and spilled rum will have long dissipated. There is absolutely no good to be gained by staying away from your boat at any time of year. Learn that and live longer!

Lew Barrett owns Rita, a 1938 50' (15.2m) Ed Monk-designed motoryacht based in Seattle.



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Story & Photos: Dan McFadden

Anyone who has done work on an old boat will tell you that you never know what you will find once you start the job. What is true for a classic yacht is true for an 1841 whaleship.

The restoration of the Charles W. Morgan reached a turning point this past fall when Mystic Seaport shipwrights finished their work in the hold and switched their attention to the exterior planking. Like much of the lower framing, many of the planks below the waterline date to the ship's construction. While great care and effort is being taken to preserve as much of the original material as possible, after 170 years understandably approaches one wood with some skepticism as to how much will be in a condition to go back to sea.

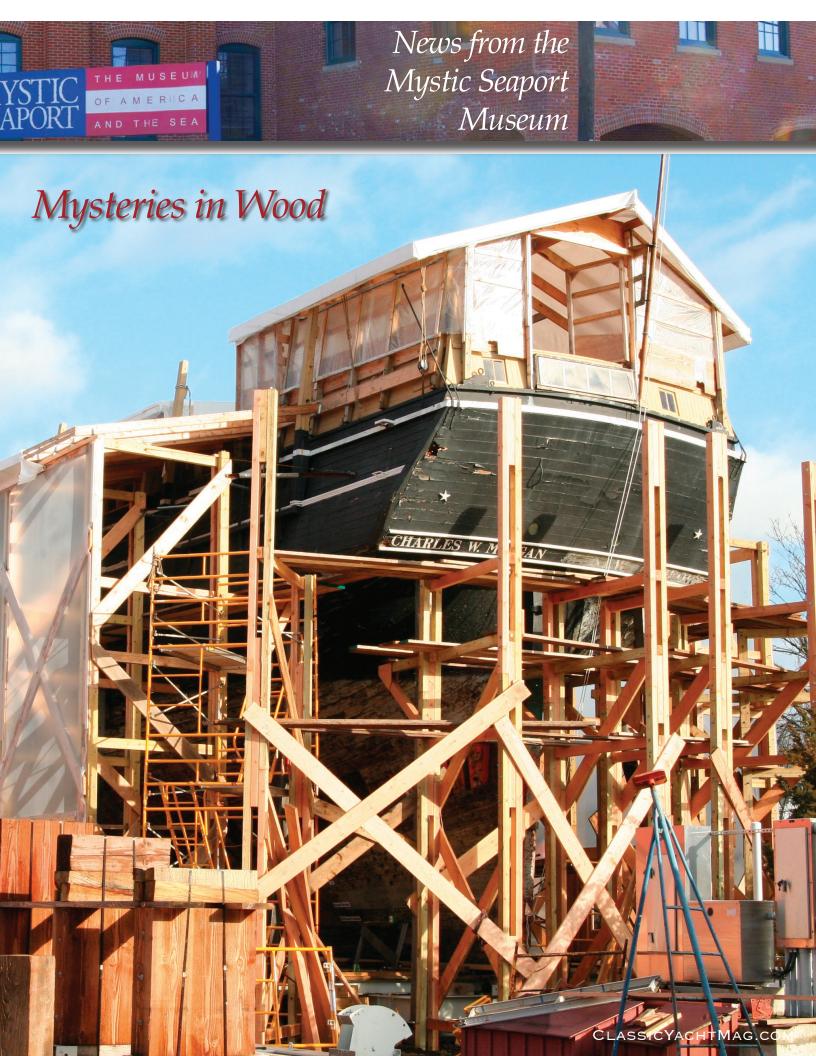
And that's where the surprise comes in.

The *Morgan* had an active whaling career of 80 years before she was retired in New Bedford and later put

on display at Mystic Seaport. In many ways, that long, hard career is what preserved her. Investment in regular maintenance and exposure to salt water combatted the rot and decay that otherwise would have claimed her long ago. In particular, the pickling effects of salt water in the bilge preserved much of the floor timbers allowing them to be left in place.

When the shipwrights began to peel off strakes, beginning at the keel and moving up the hull, they were pleased to find that some of them would not have to be replaced at all. Still solid, they will be left in place. What the shipwrights did not expect was a curious scalloping of the interior plank surfaces. Almost every plank removed so far exhibits this to some degree. The material where the plank was fastened to the futtock is flat and clean, but the spaces in between is hollowed out.

"That was something we hadn't seen before," said shipyard director Quentin Snediker. "The planking did not appear rotten, just worn down."





They attribute the scalloping to water not be enough material on some of sloshing back and forth across the plank surfaces countless times as the ship rocked with the motion of the sea. "When you think of it, not too many vessels have had as many years at sea as the Morgan. Imagine how many times she rolled at sea pushing water and debris across the bilge. It eroded the wood much like a river wearing down a stone," he said.

the plank edges to hold caulk, the shipwrights decided they needed to install small graving pieces to restore the full width at those locations.

"It takes about as much time as fashioning a new plank, but it allows us to maintain more of the original fabric of the vessel," said Snediker.

He estimates three strakes on one side For those planks remaining on the hull, and four on the other will be preserved the scalloping presents a challenge for in this manner. While the physical caulking. Concerned that there would restoration of the Morgan is the most



significant project underway at Mystic Seaport, not all of the work takes place in the shipyard. One of the things that make the ship so special is the amount of documentation the museum has about her in its collection. Since she arrived in Mystic in 1941, museum curators have been actively collecting artifacts and documents to understand and help tell her story.

And finally...

An exciting addition to the collection was made after Thanksgiving, when a crewman's journal from the 1889-90 voyage of the *Morgan* came up for auction. There had been tremendous interest in this journal, because the keeper, Honorio A. Martin, the second mate, along with the crew of his boat, were left behind by the *Morgan* after a Nantucket sleigh ride took them out of range of the ship. They eventually

ended up on Sakhalin Island, were initially arrested, then made their way to Hong Kong before eventually getting back to San Francisco where they set sail.

Although the entire journal has not been transcribed yet (it is in pretty rough shape), the museum plans to make it available for research in early 2012.



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NEXTISSUE



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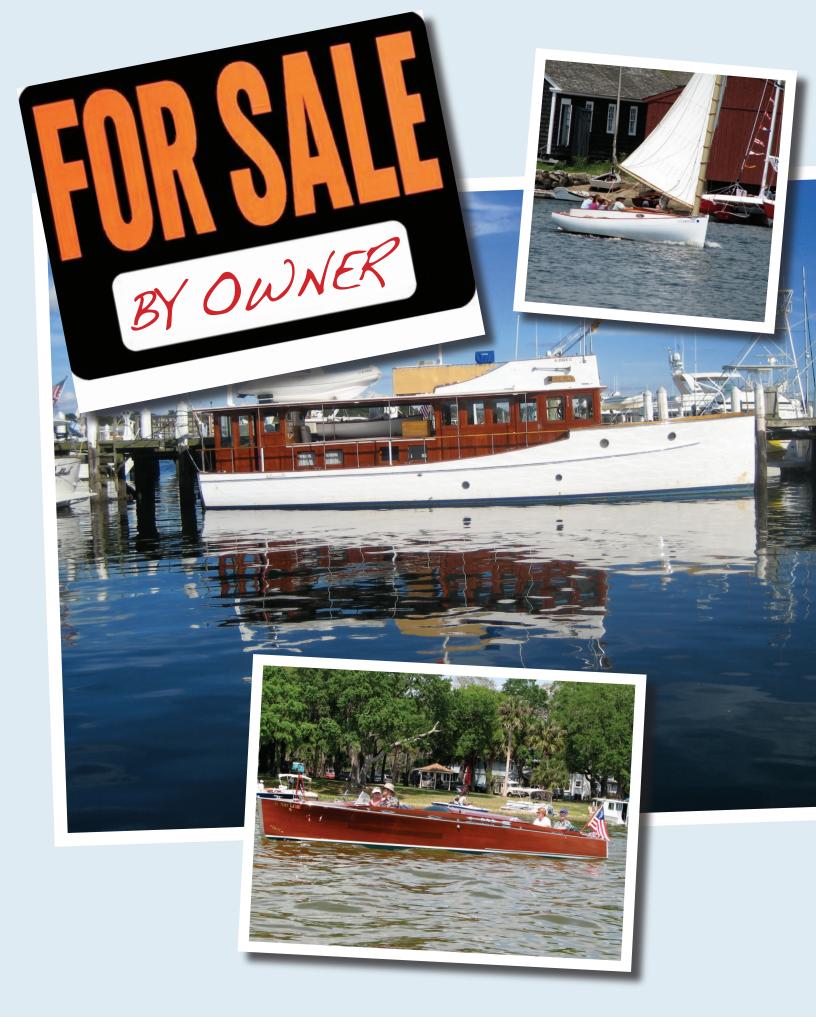
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